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RAILROAD

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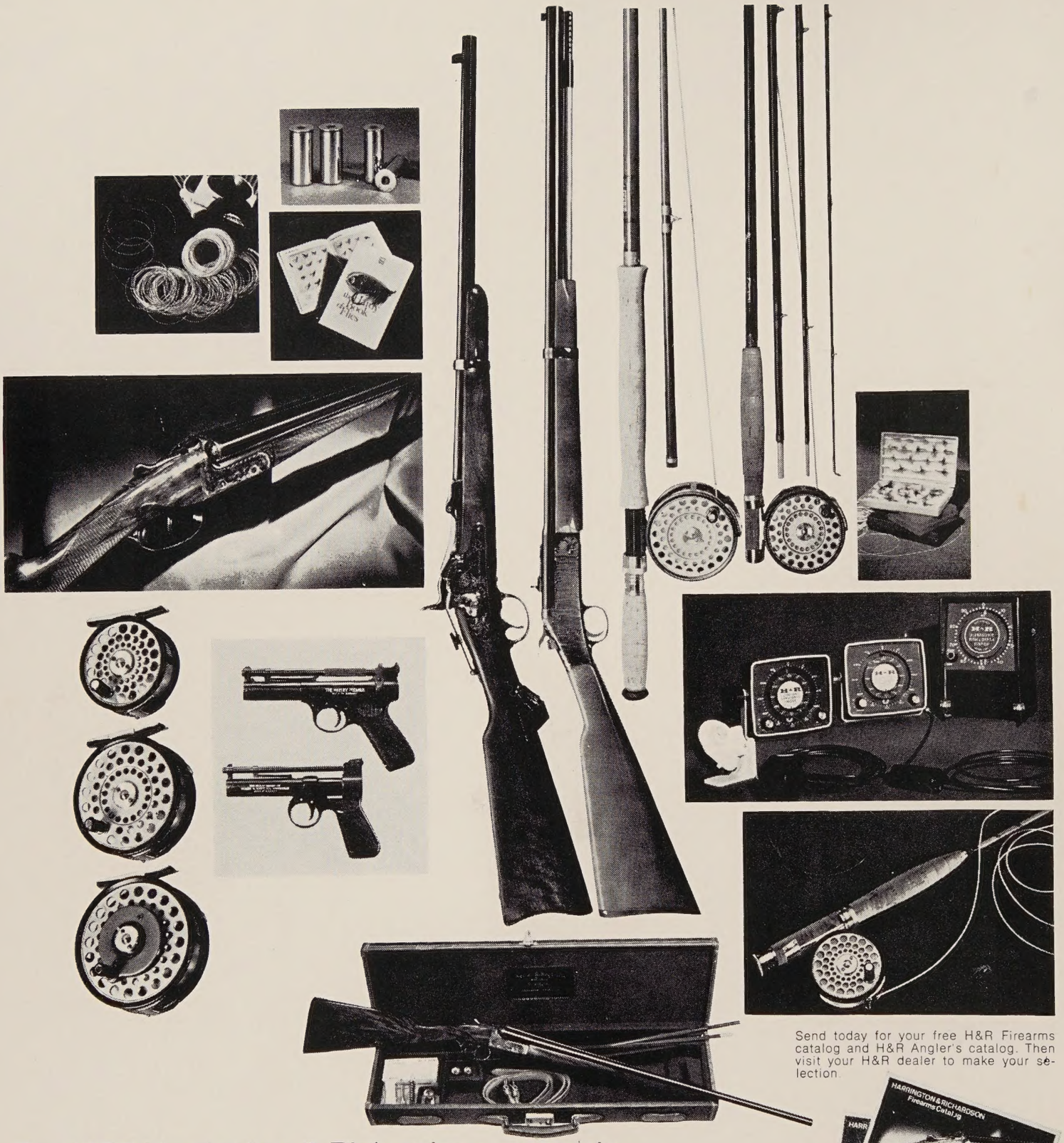
NOVEMBER 1972 / **75¢**

MAGAZINE



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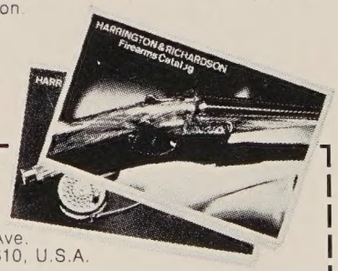

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 92 No. 1 NOVEMBER, 1972 75 CENTS

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Southern Pacific freight train with two Union Pacific locos, Nos. 3153 and 3181, westbound across mile-long Martinez-Benicia bridge. The building of this bridge in 1930 eliminated the Southern Pacific's two train-ferries.
Ted Wurm, 122 Monte Vista, Oakland, Calif. 94611

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Ann Arbor R.R. carferry *Ann Arbor* No. 3 at Frankfort, Mich., July 7, 1958. The line has asked ICC permission to abandon service, Frankfort and two Wis. ports.
Elmer Treloar, 101 California, Highland Park, Mich. 48203

OUR COVER shows Livonia, Avon & Lakeville 2-8-0 No. 38 wheeling an eastbound train across Pole Ridge Road bridge en route between Livonia and Lakeville, N.Y. Baldwin built her in 1927 for the Huntington & Broad Top Mountain. The photo was made in October '68 by one of our *Interesting Railfans*, Dan Fink, Rte. 1, Mt. Morris, N.Y. 14510, with a 2¼-inch square Bronica.

"The engine had just been put in LA&L service that summer," he writes. "Looking closely at the photo, you can see she was running without a steam dome cover or front number plate, while the asbestos lagging on her delivery pipe still shows. I waited some time to get this shot—actually, about four days spread over two weeks—when the sun was right and a gold-leafed maple tree framed the picture in proper relationship to the charging loco. George Root was the engineer. The week after I shot this photo, the handsome maple was cut down in a track cleanup project. Maybe its roots threatened the bridge abutments. I was sorry to see it go."

Next month's *Railroad* cover will be distinctively different—a Chicago subway view in bright colors. ●

THE ANN ARBOR has asked the ICC for permission to abandon a 22½-mile stretch of track and its ferry service between Frankfort, Mich., and two points in Wisconsin, saying that it is losing money on the runs.

The track stretches between Thompsonville and Frankfort. The ferry plies between Frankfort and the two Wisconsin towns of Manitowoc and Kewaunee, about 80 miles. Abandonment of the track would deprive Benzie County of rail freight service.

A railroad spokesman noted that abandonment would benefit the environment of the area because the ferries would no longer discharge waste into Lake Michigan or spew diesel fumes. ●

PERSONALITIES. Info. on heirs of the late H. T. Crittenden, a steam and electric railfan, is wanted by the lawyer handling his estate, Robert C. Stackhouse, P.O. Box 3333, Norfolk, Va. Crittenden left a large photo collection, among other property. His will set up two trusts, one for his widow, who is mentally incompetent and now in an institution, and the other for a friend. When the widow dies, the disposition of her trust fund will be a problem.

Being a Santa Fe agent-operator, I was much interested in the pix in your Sept. issue captioned "Two Ways of Delivering Train orders." A better title would be "The Right and Wrong Ways to Deliver Orders." It is a rule to have the train-order signal displaying a stop indication when delivering orders on the fly. Failure to have it in stop position before the order is copied violates the rule. One photo shows an op hanging up orders under a clear board.—B.L. Docklall, 607 W. Cameron St., Rockdale, Texas 76567.

Photo of Southern Pacific depot at Port Chicago, Calif. (Sept. issue) reminds me that on July 17, 1944, Port Chicago was rocked by a pier explosion that claimed 322 lives.—Paul J. Templeton, 108 Pt. Pleasant Rd., Rochester, N.Y. 14622.

Frank Groussman, a Union Pacific agent-telegrapher who died in Garden Grove, Calif., the other day at age 87, left two sons who were UP assistant chief dispatchers and 55 other descendants, which just about sets a record. Shortly before his death, practically all of them met to celebrate his 64th wedding anniversary.

Catherine Le Claire, a 19-year-old brunette of Wallingford, Pa., spent her summer vacation from Ursinus College working as a passenger "trainman" for Penn Central which employs only three other females in such jobs, reports Ed Conrad, Levittown, Pa. She is the only girl who applied for a summer job on PC trains filling in for men on vacation.

Mike Eagleson's photo of a scene at the Penn Central auction of railroadiana on page 30 of your July issue shows an unidentified fellow examining atlases. He is John Vogeler, chief electrical engineer of Jersey Valley Model Railroad Club, to which I belong. —Jack Bartling, 62 Armour Ave., Trenton, N.J. 08619.

I am trying to track down an expedition which is obscure because few known manuscript sources relate to it; i.e., the Russian Railway Service Corps, a unit of U.S. railroad men, chiefly from the Midwest, who volunteered for service in Siberia and Manchuria from 1917-'20. Will readers who know of letters, diaries, reports, or photos of this corps please write to me? I am related to one of the RRSC officers and also want to contact anyone who knew a member of the corps.—Jud-

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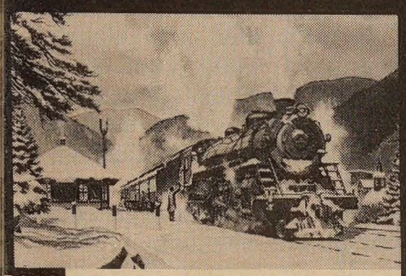
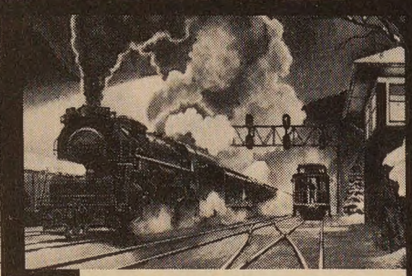
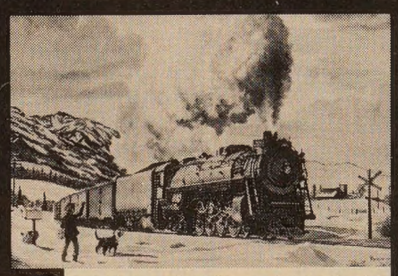


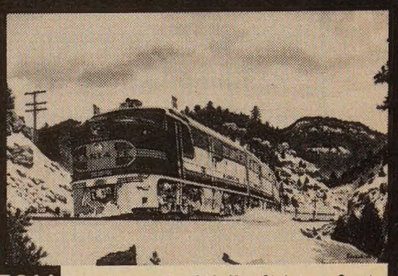
T100 Station Stop for the B & O—May you and yours this Christmas day..be blessed with health and happiness—**Baltimore & Ohio Pacific type**



T406 Christmas Eve in the Yards—May the Spirit of Christmas Abide With You, etc.—**Chesapeake & Ohio Kanawha type engine**

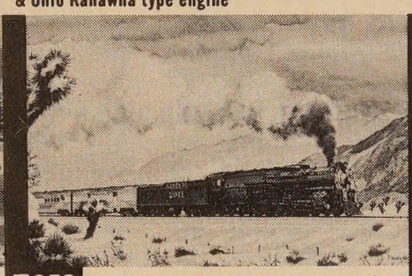


T728 A Whistle and a Wave—A friendly wish for a Merry Christmas and a Happy New Year—**Montana Main Line Engine #2681**

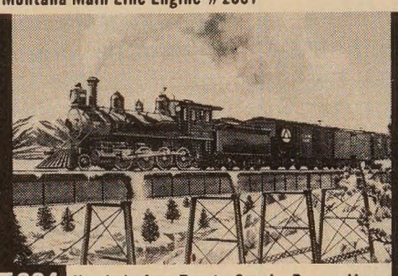


T611 Here Comes the Chief!—Christmas Greetings and Best Wishes for all the Year—**Santa Fe Chief on Glorieta Pass**

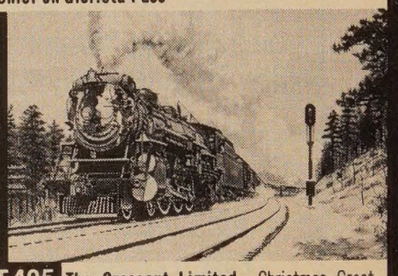
T650 Smokin' Around the Bend—Christmas Greetings and Best Wishes for all the Year—**A "Moffat Malley" on Rollins Pass**



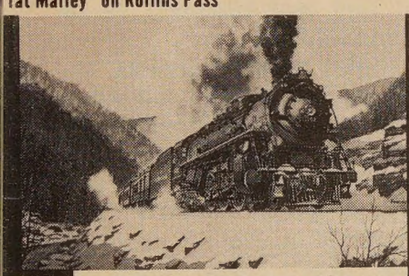
T953 The Chief Rolls West—Peace and Good Will at Christmas and through all the New Year—**Santa Fe 2900 Series Victorville**



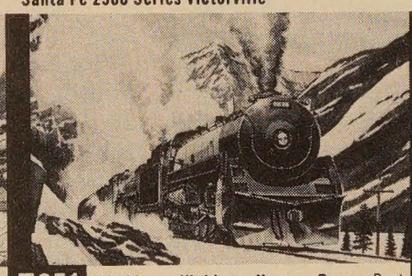
T224 Headed for Trout Creek Pass—Merry Christmas and Happy New Year—**Colorado Midland, South Park 1890**



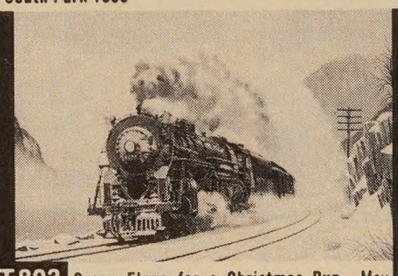
T405 The Crescent Limited—Christmas Greetings and Best Wishes for all the Year—**Southern Railway Engine #1401**



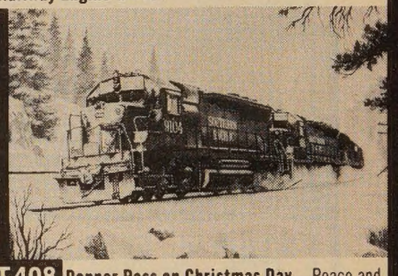
T612 The Lackawanna Rolls East—With every Good Wish for Christmas and the New Year—**Hudson type locomotive out of Scranton**



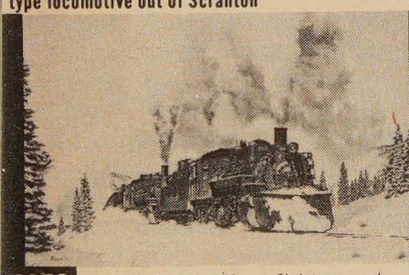
T951 Climbing Kicking Horse Pass—Best Wishes for a Merry Christmas and a Happy New Year—**Canadian Pacific #5934**



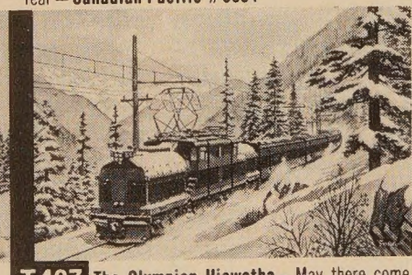
T803 Green Flags for a Christmas Run—May the meaning of the Season be deeper...as Christmas comes this year—**The 20th Century Limited**



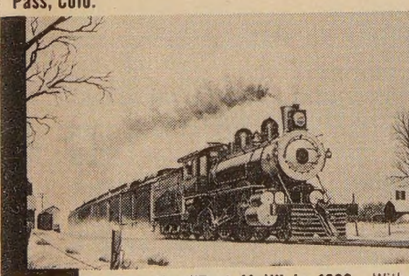
T408 Donner Pass on Christmas Day—Peace and Good Will at Christmas and through the New Year—**Southern Pacific diesel in the Sierras**



T852 Frosted Steam—Merry Christmas and a Happy New Year—**Trio of K-36, 3 footers, Cumbres Pass, Colo.**



T407 The Olympian Hiawatha—May there come to you this holiday...Health, Happiness and Enduring Friendships—**Milwaukee Road's GE Electric**



T900 Heading the "Fast Mail" in 1899—With every good wish for Christmas and the New Year—**CB&Q Vauclain Compound #1592**

T800 Christmas Morning Run—May the meaning of the Season be deeper...as Christmas comes to you this year—**SP Overland Limited**

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MSU Museum
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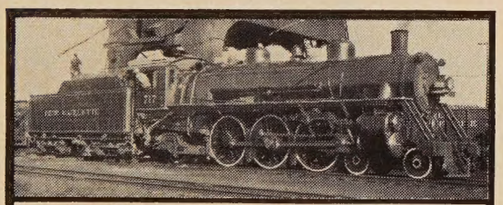
East Lansing, MI 48823



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son A. Grenier, professor of history, California State College, 1000 E. Victoria St., Diminguez Hills, Calif. 90246.

Eugene V. Debs, the locomotive fireman who became president of the American Railway Union and masterminded the Pullman Strike of 1894, was born Nov. 5, 1855. In honor of his memory, Don Henderson, a railroad man's son, 13940 S. Michigan Ave., Chicago, Ill. 60627, wrote a poem:

Never an engine whistle blows,
Never a laden freight train goes,
Never a rate-clerk writes his marks,
Never frustration halts loan sharks,
Never railroading anguish ebbs
But thanks to God—and Eugene Debs. ●

CAJON PASS'S 3 percent grade is not being reduced as your September issue stated. Ascending grade on the east side is not involved: the maximum there is 84.5 feet to the mile, or a little over 1½ percent. On the west side the Santa Fe has not been confronted with a 3 percent ascending grade (except in unusual cases) for many years. When built originally as single track, the line had a maximum grade of 158.4 feet, or 3 percent, but when doubletracked years later the main line was made two miles longer so that the grade could be held to 116.2 feet (2.2 percent). The old line was used for downhill, or westbound, traffic and the new line for uphill, or eastbound, movements. It is my belief that the main purpose of the present line change is to further reduce the 2.2 percent ascending grade.

Changing the subject, someone asked the meaning of the letters D/F on boxcar doors. The answer is "damage free," indicating a special type of boxcar. I understand they have moveable bulkheads so that freight loaded therein may be compartmentalized and securely held in place to prevent damage from load-shifting.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206. ●

CRIME DEPARTMENT. "I'm shot!" gasped Stanley Carter, a retired Canadian National conductor, age 66, as his wife stood by in a gun fight between would-be airplane hijackers and FBI agents at the San Francisco airport last July. "They've got me, Lil," he said. "I'm done for; kiss me!" Those were his last words. Carter had railroaded for 54 years and was en route with her to spend their sundown years in San Diego, when shooting began.

Someone notified the police in Overland Park, Kan., that four fellows were tying a girl about 18 years old to the rails of the Frisco Railroad track. Unknown to the youths, an approaching train was only a few miles away. A cop arrested all five and took them to police headquarters. They had been making an amateur movie based on the old silent film, *Perils of Pauline*. The girl had volunteered to play the damsel in distress, with one guy dressed as a villain.

New York's Metropolitan Transportation Authority has extended for another year its helicopter surveillance program under a $177,000 grant from the state's Crime Control Planning office. A similar grant in 1971 started the program. In one year the helicopter patrols spotted 11,649 hazardous incidents on Penn Central and Long Island Rail Road property, including 11,034 trespassers, with 89 arrests; 379 instances of stones thrown at trains, 57 arrests; and 78 fire, 31 cases of debris on the tracks, 61 other track obstructions, and 58 thefts. ●

PENN CENTRAL trustees have been permitted by a Federal judge in Philadelphia to reduce their freight-train crews from 4 to 3 men. The road quickly posted notices in its yards and depots in 16 states, the District of Columbia, and Canada, that it would begin operating freight trains with only an engineer and two trainmen as of 12:01 a.m. on July 26th.

But the bankrupt giant lost its appeal of a $6 million damage suit when the Superior Court of Pennsylvania upheld a lower court ruling that PC was responsible for a fire which burned for 16 days in 1965 at the Connelly Container Corp. plant in Bala-Cynwyd, a Philadelphia suburb. The company blamed the fire on a PC boxcar that stood on a siding at the factory. Evidently, welding repairs had been made improperly on that car before it arrived at the plant. The cornstarch with which it was loaded could have been smouldering for several days.

In another legal case, PC trustees complain that C&O/B&O refuse to pay about $3.5 million in "undisputed miscellaneous bills" owed to Penn Central. The trustees ask the U.S. District Court in Philadelphia for authority to withhold payment of funds that PC owes C&O/B&O to settle interline accounts.

Penn Central men's old dormitory at 615 East 152nd Street, Cleveland, was destroyed by fire the other day. The four-story frame structure dated back to 1903, when the old Lake Shore & Michigan Southern opened its rebuilt yards, but had been empty since a new nearby PC Inn came into full operation last January.

PC is arranging to lease 150 new

diesel-electric locomotives and 402 specially-equipped cushion underframe boxcars. The transaction is subject to the approval of the Federal court supervising the road's reorganization. ●

READERS' OPINIONS. If I were a railroad special agent and caught a photographer posing a rail-girl for your magazine on company property, I would arrest him for trespassing.—Elmer H. Quasi, 1332 Parkmoor Rd., Canyon City, Colo. 81212.

Penn Central's bankruptcy is attributed by some people to mismanagement. Now Erie Lackawanna and four other roads operating in the Northeast also are bankrupt. EL management, for one, is efficient and conservative, even penurious. Its home office personnel and executives are still using furniture purchased in 1891 (looks like 1841). Let's put the blame were it belongs. The National Labor Relations Board dictates railroads' wage settlements and the ICC controls their prices. Pity the poor creditors! U.S. Government says they cannot foreclose; the companies must continue to operate even though it be at a loss, while the creditors' assets are being dissipated. Is there no justice or fair play in this country? David Nittskoff, 13757 Euclid Ave., East Cleveland, Ohio.

I look over each new copy of *Railroad* like a car toad checking a redball freight. You'll have to go some to beat your September issue.—Bob Bruhin, Box 28, Ada, Okla. 74820.

I was a Lehigh Valley crew dispatcher at Buffalo, N.Y., during 1966-'67 when the LV and Nickel Plate tried running through freights with engines and cabooses staying on the trains. The crew change point was at Abbott Road in Buffalo. I would have to call out a taxi 45 minutes in advance to retrieve inbound eastward NKP crews and replace them with LV men. Everything worked out fine until the Erie Lackawanna got wind of it and complained to the ICC. Result: all trains had to be yarded and inspected at Buffalo, thus delaying eastbound movements. I would like to know now why the Norfolk & Western is routing trains over the LV when the neighboring EL is their subsidiary.—Grafton M. Comegys, Pine Top Trail, Bethlehem, Pa. 18017. ●

HERO of a "lone wolf" train robbery, Southern Pacific engineer Arthur M. Colen died on July 3rd in San Francisco, reports John Lukko of Morgan Hill, Calif. Hiring out to the SP at age 15, Colen was promoted from yard, roundhouse, and firing jobs to the right-hand side of the cab. He also served as president of the Brotherhood of Locomotive Engineers, retired in 1956, and crossed the Great Divide at age 83.

In 1912 he became a hero. While on their honeymoon, Art and his bride, Minerva, were returning home from New Orleans to San Francisco on the SP train *El Monte*. A seedy-looking armed bandit walked leisurely through each car, taking money and jewelry from the frightened passengers, even Minnie Colen's diamond engagement ring. Then he shot and killed an SP agent, leaped from the moving train, and fled.

The railroad offered $5,000 reward for his capture. Art Colen vowed to get that man, not so much for the money but to avenge the insult to his bride and to recover, if possible, her ring. Playing a hunch that the shabby killer might have come from San Francisco's Skid Row, the young hogger began haunting that area on his days off. After three weeks of intermittent sleuthing, he recognized the gunman shuffling along Mission Street in the slums. He boldly collared the crook, Ralph Farris, and yelled for a policeman. Farris was tried, convicted, and hanged. Art never got back the ring, but out of the reward money he bought another one which Minnie wore until the day she died in 1956. ●

A GROUP of shippers has succeeded in placing the issue of the Arkansas "full crew" law on the ballot this November, reports Bill Church, Missouri Pacific conductor, 1011 W. 52nd St., Little Rock, Ark. 72118. The Arkansas law, last of such statutes to remain standing in the nation, requires six-man crews on trains operating in that state. Efforts to force its repeal were defeated in 1970. The new measure would not only repeal the existing law but would provide job protection for workers affected by the repeal. This factor is regarded as a plus in obtaining the support of organized labor. ●

NEWSCAST. Employes of the Reading, one of the Northeast's five bankrupt railroads, have been asked by President Charles E. Bertrand to take a 10 percent pay cut due to "a diminished cash flow." Bertrand is worried lest the company's financial crisis sink

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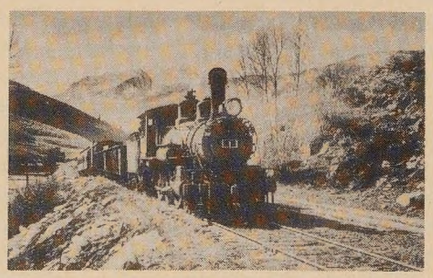

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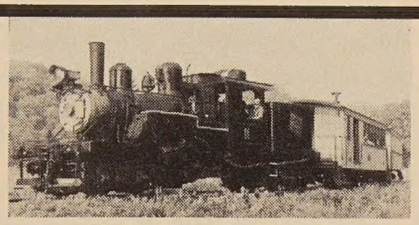

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the stockholders' equity to zero by the end of this year. If the bondholders' equity also were slashed by losses, he says the road may be forced to liquidate.

A three-judge Federal panel in Washington, D.C., has ruled that railroads cannot levy a 2.5 percent surcharge on materials shipped solely for ecological reasons, and directed the ICC to stop the practice.

Studies show that noise level of the world has risen one decibel a year for last 30 years. Port directors along St. Lawrence Seaway are promoting water transportation as far quieter than truck and railway transportation.

Missouri Pacific is building a new, ultra-modern, district office building in North Little Rock. When completed, it will be occupied by 125 MP employes now located in Little Rock's Union Station. Also in Arkansas, the East Camden & Highland, the first short line chartered in the state in 30 years, began operating June 24th with two diesel yard goats. This industrial switching road connects at Eagle Mills with the Cotton Belt and the Rock Island. Its facilities occupy the site of a former Naval ammunition dump which had its own railroad.

Answering a query in our July issue, Robert W. Kyle, 504 Pike St., St. Marys, W. Va., writes: "The B&O has done away with its main-line cabooses, which are wooden, and is using them for camp cars, work extra trains, maintenance-of-way quarters, etc., and selling some to the public at low prices."

Construction of Pennsylvania Museum of Rail Transportation at Strasburg, Pa., home of the Strasburg Rail Road, is set for completion in December '73, reports L. P. Cummings, Lancaster, Pa. The building contract went to Wohlsen Construction Co. of Lancaster for the lowest bid, $1,472,750.

A growing hobby is the collection of tickets, tokens, transfers, etc. Readers interested in such items should contact Bruce R. Gilson, vice president and secretary of the American Fare Collection Association, 5210 Broadway, Section 8, Apt. 10-G, Bronx, N.Y. 10463.

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Delaware & Hudson has paid $1,450 to raze part of the abandoned Schenectady (N.Y.) Motel, the scene of several fires in recent years, which is on railroad property. The need for demolition arose from a motel ballroom blaze. The city fire chief said he'd never again send his men inside that ballroom because it was too hazardous.

A new restaurant, "The Iron Horse," at Tulsa, Okla., is built around five cars from the Illinois Central's *Panama Limited,* including two scenic dome cars, and is managed by a local contractor and a pizza-chain owner. Diners enter through a retired rail depot, where they buy tickets. The kitchen is in an adjoining building . . . Chicagoans now can have the fun of eating in a plush railroad diner without going anyplace. The Rock Island Lines have installed a diner and club car off the *Golden State Limited* on Track 1 in La Salle Street Station and opened them as a restaurant serving luncheon and dinner.

The $2.55 million joint industry-Government program for development of a national grade-crossing data system is "a superb example of private industry cooperating with Federal officials to improve safety performance and save thousands of lives." So says R. R. Manion, vice president of operations and maintenance, Association of American Railroads.

Centennial of the world's first Railroad YMCA was marked ceremoniously in Cleveland's old Union Terminal last April. The idea of the first one was conceived by a train dispatcher, shocked at the callous attitude of a crowd viewing the body of a worker killed in an accident there. When he heard the comment, "only a railroad man," he did something about it. Enlisting the aid of other "rails" in 1872, he organized the first Railroad Y, in Cleveland. The movement spread. Today 15 roads help to support and operate sixty Y's in the U.S. and Canada.

Spanning the Barge Canal between Tonawanda and North Tonawanda, N.Y., stands a drawbridge which hasn't been raised in 70 years. The railroad bridge was built by the New York Central in 1902. It spans the Erie Canal and Ellicott Creek.

There was hope at the time that large lake freighters might ply the canal. The lift mechanism was planned for this, according to Williard B. Dittmar, president of the Tonawandas' His-

torical Society. The hoped-for shipping didn't materialize. ●

CANADA HEARD FROM. A 4,500-foot tunnel at West Vancouver, B.C., is being planned by British Columbia Railway (formerly the PGE). Cost is set at $2.1 million, with completion next year. The single-track bore will begin at the east end of the Nelson Creek trestle and run to a point near the ferry terminal at Horseshoe Bay.

A communications era that spanned 125 years ended last June at the CN-CP message center in Montreal when the final commercial telegraph message to be delivered in Canada by Morse key was tapped out by a CP operator at tiny Batiscan near Quebec. It was a bilingual version of Samuel Morse's transmission from Washington to Baltimore in 1844: "What hath God wrought?" Canada's first Morse telegraph transmission was made only two years after the inventor's inauguration of the system: on December 19, 1846, Toronto's mayor sent greetings to the mayor of Hamilton.

Canadian National has set up a training center for locomotive engineers at Gimli, Man., about 60 miles north of Winnipeg. Trainees are picked from experienced train and yard men and given from 7 to 12 weeks at the center.

Today's management is often out of date in its thinking and is living in the past, said Robert A. Bandeen, Canadian National's 41-year-old executive vice president.

"The typical manager," he told a conference of the Canadian Research Society, "is usually more than 50 years old, which means he went to school 25 years ago and, more important, was taught by people who had received their schooling 25 years before him.

"Management sometimes does not listen very well. You simply cannot expect a manager to be an expert in specialized fields. He is usually unscientific. He has to be. After all the homework is done, all the advice tendered, all the alternatives weighed, management comes down to a matter of judgment and, sometimes, intuition."

Canada's Federal Government is planning a multi-million-dollar expansion of road and rail systems in British Columbia and the Yukon, but details have not yet been released for publication. ●

IN FOREIGN LANDS. Nearly 900,000 guest workmen from Turkey, Jugoslavia, and other countries reside temporarily in West Germany. Their favorite weekend meeting places are not restaurants, which cost them money, but railway stations. These men earn as much as they can, spend little, and take their stakes back home. So densely do they crowd the Munich *Hauptbahnhof* (rail depot) on Saturdays and Sundays that city officials are asking non-travelers to stay out of it.

Cab drivers in Chatham, England, complain that husbands "passionately" kissing their wives good-bye at the railway station each morning hold up traffic. The town council and local British Rail officials jointly agreed to solve this problem by setting up a "Cupid's corner," of "kiss-and-wait" area for romantic couples. Says town clerk Roy Hill: "We do not wish to interfere with the affectionate nature of our citizens."

By going from north to south, a rail traveler of the future can have breakfast on the Atlantic Ocean and lunch on the Pacific. The Mexican Government plans to build a railroad across the Isthmus of Tehuantepec, the narrow neck of land in the southeast just before the Yucatan Peninsula rises up. When completed, the route will connect Coatzacoalcos on the Gulf of Mexico with Salina Cruz on the Pacific in a travel time of four hours. Today, freight shipped between the two points takes 48 to 72 hours, via the Panama Canal.

A young woman mysteriously burned herself to death in the restroom of the Strasbourg-Paris express train on July 10th. The train was stopped when an explosion hurled pieces of wood, metal and glass onto the station platform. Trainmen found a part empty gasoline container and the girl's charred body.

If you have ever read Leo Tolstoy's classic novel, *Anna Karenina*, or seen the movie version of it, you know that Anna was an unfaithful wife who, stricken by remorse, killed herself by leaping in front of a speeding train. Tolstoy himself died of old age in a tiny Russian railroad station, but not by suicide. ●

REFURBISHING private railway cars to their former elegancy has become a $100,000-a-year business for "Doug" Morgan, who runs the two-year-old Morgan Railcar Co. on a railroad siding at Greenbrae, Calif. His restoration jobs thus far include half a dozen "mansions on wheels" at an average cost of $50,000 to $60,000. Most of them are done for big corporations or individuals who can write off the cost on their income tax reports. Doug

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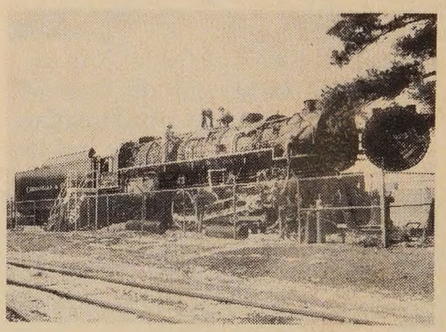

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The costliest ($100,000) restoration to date was rebuilding a 1925 railcar for a business executive. Doug declines to name any of his customers.

Operating a private car behind a passenger train costs 18 first-class fares for in-state travel and 25 fares if the train crosses a state line. It would cost $450 for a trip from San Francisco to Los Angeles. The bill for a run from San Francisco to Chicago would be $3,700. Doug was still a teenager when he renovated an observation car (built in 1910) and began to charge tourists for riding it. The money thus raised helped to pay for his college education. ●

I RETIRED at age 75 on Nov. 12, 1970, after 60 years of railroading. It is not so unusual as some readers think for a Santa Fe conductor, like myself, or a brakeman or even a engineer to work beyond his seventieth birthday—if he passes a complete physical exam by a company doctor every six months. A senior conductor on the Albuquerque-La Junta run was "given the rocking chair" in August '68 at age 76. But for company officials the mandatory retirement age is 70.

Let me tell you how I hired out on the Santa Fe. On the evening of June 14, 1923, I was on the bum as I headed for Tucson, Arizona, in hopes of landing a Southern Pacific braking job. I got off a caboose at Raton, N.M., stayed in town overnight, and mosied down to the yard office. There I heard that a washout at Canadian, Texas, would cause a diversion of eastbound freight business over Raton Pass, so I tied into trainmaster Jack Skillen for a job of braking over that pass. I'd had experience braking over Tennessee Pass in Colorado and Supai Mountain at Williams, Arizona, all club and retainer jobs. The trainmaster said the diversion wouldn't last longer than about ten days, and he gave me a temporary job —which, however, lasted almost 47 years.

In 1935, after 29 years of freight service, I was promoted to conductor and began flagging on the *Super Chief* between Albuquerque and La Junta. But my rail career really started in 1910 when I quit high school and went to work for the Illinois Central as a messenger boy.

The year 1918 found me switching on the Elgin, Joliet & Eastern at Gary, Indiana. At that time Gary was only 12 years old, having originated in 1906 when the Illinois Steel Co. built a great mill on the shore of Lake Michigan. It was a rough, tough town, perched on sand dunes and a heaven for outlaw railroaders—many had been blackballed off other roads. World War I was on. Switchmen were so scarce that little attention was paid to the records of job applicants. The Kirk Hotel was a rendezvous for boomers—until they got a pay day or two, when it became a rum pasture. Your EJ&E pie card (meal ticket) was good for a flop there. The hotel was run on a first in and first out basis. Those of us who hoped to keep on working moved uptown.

The YMCA was our off-duty hangout. There we ate, got our mail, read, loafed, argued, and boasted about places we had worked. Boomers used the expression "going down Track 20" whenever they went to West Hammond and failed to show up for work that day. At the end of Track 20 stood the office of a guy named McDonald where, if you were broke, you could usually get credit for booze.

Indiana was then dry. You'd hop a streetcar, usually on pay day, going to Hammond in that state. Near the west end of town you walked across a paved street and found yourself in West Hammond, Illinois, with bars, honky tonks, gambling, women—you name it, they had it. I believe it's now called Calumet City but is still a place where a yokel and his money are soon parted. There can't be many oldtimers left who switched boxcars at Gary in 1918. Maybe I'll hear from one or two. —John T. Laws, 5724 El Prado, N.W., Albuquerque, N.M. 87107. ●

A WOMAN telephoned the builder of her new house to complain about the shoddy workmanship and the violent vibrations throughout the house when a train went by.

"Ridiculous," he said. "I'll be right over to check it."

"Just wait until a train comes along," said the woman when he arrived for his inspection. "Why, it nearly shakes me out of bed. Lie down there and you'll see."

Railfanette Vivian Ryan from Ft. Myers, Fla., visits a 1925 Atlantic Coast Line caboose at Gold Coast Railroad Museum in Ft. Lauderdale on a July day in '71.
William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

The builder scoffed but accepted her challenge. He had just stretched himself out on the bed when the woman's husband came home.

"What are you doing in my wife's bed?" demanded the husband.

The poor builder turned pale. "Would you believe that I'm waiting for a train?" ●

MORE THAN 40 years have gone by since I railroaded on the Canadian Pacific in British Columbia, but I still remember incidents that occurred to me then. One winter night when I was firing a pusher engine in the Rockies at Golden we assisted a westbound freight for miles. After being cut off on the run, we backed down to a wye. I dropped down to throw the switch to head us back to the main line and waited there in the snow for the engine. When she came, I climbed onto the front end, ready to "bend the iron" out on the main.

As we were returning to Golden, the hogger asked me if I had seen the huge bull moose that stood just a few feet from the switch at the end of the wye. At first I thought he was joking. He assured me that the moose had actually been there in the snowy bushes right behind me, watching curiously as I threw the switch. From his position up in the cab and with the headlight shining on me that night, the hogger had a good view. I don't know whether or not the moose would have bothered me, but I wasn't sorry to be back in the cab.

(*Ed. note*: Any zoologist will tell you that the moose is harmless unless

he is attacked. Did you read our *Interesting Railfans* article last month in which CP photographer Nick Morant told about feeding a bull moose that often poked its big antlered head into his kitchen window?)

Another winter episode comes to mind. I made a snowplowing trip from Revelstoke to Beavermouth in 1928. We had a heavy wedge plow ahead of an oilburning engine. After clearing every siding, including the big yard at Glacier, we headed back to Revelstoke. That trip took 23 hours of continuous snowplowing! It was a mighty tired crew that booked in for ten hours rest at Revelstoke.

Just recently I rode the cab of a side-geared Shay over the Cowichan Valley Railway with my son, Steven, at Duncan, B.C., on Victoria Island, some 40 miles north of Victoria. The CVR tourist line has a unique collection of logging engines in operation condition plus exhibits of oldtime logging equipment. We rode Shay No. 1 (Lima 1920). The line's scenic route is through virgin forests of Douglas firs and along the shore of pretty Sominos Lake. Our Shay put on a great show of power pulling several coaches up a short stretch of 5 percent grade. The friendly hogger told me how this engine operates; it is quite different from the big mountain types I used to work on. That cab ride made an unforgettable day for my son and myself.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada.

COMPLICATIONS arise when the owner of a very short railway—like "Billy" Gibson of the Louisville & Wadley, down Georgia way—is also the engineer, brakeman, fireman, mechanic, gandy dancer, and chief brush-cutter. One day Gibson was driving a borrowed diesel loco across the century-old Ogeechee River trestle when he felt something shift sickeningly beneath him. Slamming the throttle forward, he made it to the Wadley side of the river as the timbers creaked and plopped. Then he investigated. The ancient trestle had slipped into the muddy river bed!

In the case of a big pike, the trestle would have been rebuilt and thereafter it would have been business as usual. But L&W isn't like that. More than ten months have elapsed and its trestle is still broken, which means that today Gibson can use only two of his 10 miles of rusty, wavy track.

The L&W owner hasn't always been a railfan. He recalls that as a kid in Louisville, Ga., southwest of Augusta, he wouldn't have glanced twice at the L&W train rolling into town. After he grew up, however, he worked part-time as the stationmaster there and the rest of the time as a TV repair man. In 1964 the local owners put the entire 10-mile railway up for sale. Gibson bought it by outbidding a dozen steel companies that wanted to melt down the rails. He forked over his savings, agreed to take on the L&W's debts to 31 other railroads, and shut down his television repair business.

"Folks laughed and said I'd shut down the wrong thing," Gibson recalls. But soon he had trimmed the railroad's overhead to almost nothing by finding jobs elsewhere for its nine employes and doing their jobs himself. He kept only one helper. For a long while he worked seven days a week, but lately has been able to cut back.

"I don't know whether this is a unique operation or not," says Gibson. "Rail buffs tell me that I'm the only railroad president in the country who is the whole show, I mean everything."

Gibson mostly hauls wood from a woodyard outside of Wadley to a point two miles down the track where the cars are transferred to a Central of Georgia locomotive.

The L&W president is an independent man. When his train derails, he and his helper, "Sug" Jackson, put it back on the tracks themselves by using muscle, jacks, and ingenuity. The big roads use cranes, but Gibson doesn't own one.

SCARLET WOMAN. Railroads are rich in history if not money, and none has been quite so colorful as the Erie Lackawanna. Decades ago, investors commonly called the Erie the "Scarlet Woman of Wall Street" because its stock was manipulated and fought over in celebrated battles between Jay Gould, Jim Fisk, Commodore Vanderbilt, and Daniel Drew. Later, the Lackawanna became known as the "Route of the Phoebe Snow" because of a famous ad campaign that boasted about its clean passenger trains.

Recently the merged roads of the Scarlet Woman and Phoebe Snow were knocked over by tropical storm Agnes. Floodwaters damaged 135 miles of track in upstate New York. Directors saw the disaster as the last straw for the cash-starved line and filed for bankruptcy.

Partly because of the manipulations of robber barons in the bad old days, the EL is often cited as having more debt per mile than any other U.S. railroad. Last year it persuaded its creditors to stretch out some debt payments. Its deficit shrank from $8.9 million in 1970 to $2.1 million last year, but losses mounted again this year due to sluggish steel shipments.

Through a series of subsidiaries, the EL is controlled by the wealthy Norfolk & Western. Investors are now wondering what will happen to another line controlled by the N&W, the money-losing Delaware & Hudson. If it went into receivership, it would have plenty of company. Of the nation's 68 major railroads, six are in bankruptcy, and the ICC officially lists 17 others as teetering on the brink—including the D&H.—*Time* magazine.

East Union, Ill., depot viewed through the windows of Illinois Terminal car No. 415. Depot was built in 1851 at Marengo, Ill., for Galena & Chicago Union R.R. (C&NW); purchased by the Illinois Railway Museum for one dollar and restored to present site for over $10,000. It is one of the oldest stations still used in U.S.

Wayne Bridges, Box 307, Delavan, Ill. 61734

Coast to coast in four days! America's first regularly scheduled mini-bridge train (with 60 cars) hustled 120 European-bound containers from Los Angeles and Richmond, Calif., over Santa Fe's main line through Missouri, then via the Penn Central to North Bergen, N.J., beating the anticipated time and cutting days off the old all-water route via the Panama Canal.

Santa Fe Railway photograph

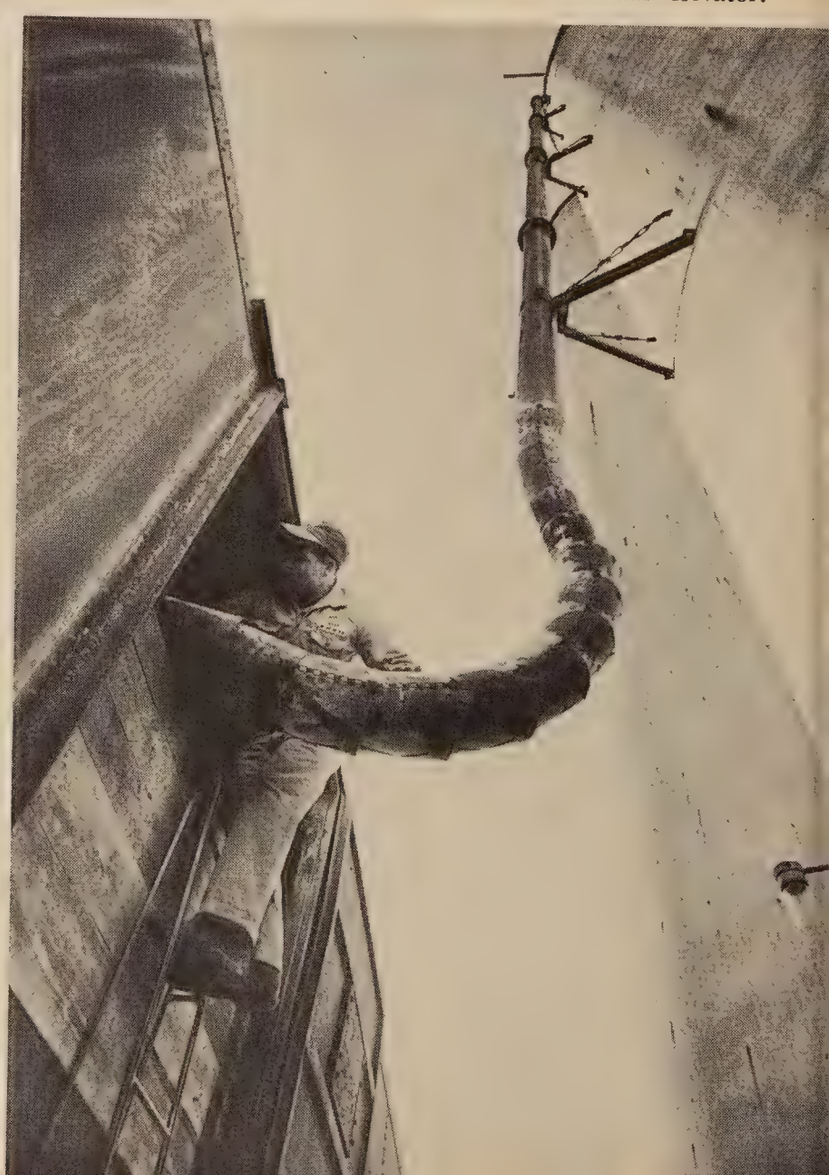
Puffing like a steamer, Alco RS-3 was seen switching Lehigh Valley yards at Sayre, Pa., on cold December day in '71.

Ron Fahnestock, 207 S. 4th St.,
Lewisburg, Pa. 17837

Girls everywhere, 48 of them! All are members of the Alpha Epsilon Chapter of Alpha Sigma Tau at Western Illinois University at Macomb, Illinois. So many of the "Taus" are railfanettes that the group decided to get this picture made.
Courtesy of Miss Helen Buckley, 609 N. Lafayette St., Macomb, Ill. 61455

Photographs by Edward J. Wojtas, editor of The Rocket

Two ways of loading grain into jumbo hoppers of the Rock Island Lines for export trips. Corn and soybean farmers along the rail route in northwest Iowa, where these photos were made, can now take advantage of new lower rates for moving their crops to Gulf ports. The railroad requires that there be a minimum of five carloads from each individual elevator.



Gulliver and the Lilliputians: a trick photo showing old Strasburg Rail Road water tower at Strasburg, Pa., with a hand superimposed.
Jeff Bryer, Valley View Ave., Gap, Pa. 17527

Harold A. Smith, Box 3068, Grand Central Sta., New York, N.Y. 10017

Waiting for a South Shore interurban train at Michigan City, Indiana, are two local girls: Jan Behrendt (with bare feet) and Deby Pasek (wearing slacks). The road has cut train service, effective June 18th.

Rounding the bend at North Station, Boston, Mass., are cars of Massachusetts Bay Transp. Authority en route to Everett.
Photographed in 1971 by Robt. Redden, 113 Munroe St., Lynn, Mass. 01901

Last coaling tower still standing on the Denver & Rio Grande Western's narrow-gage line is this oldtimer at Chama, New Mexico, pictured as the Cumbres & Toltec Scenic Railway's train pulled out of Chama on June 24th. Engine is No. 484.

Jerrold F. Hilton, 17775 Royalcrest Dr., Brookfield, Wis. 53005

Ex-I&LS engine No. 2-8-0, does her thing around the National Railroad Museum at Green Bay, Wisconsin, on a late September day in 1970. The open platform of the combine identifies it as former Chicago & North Western equipment.

Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

Canadian National Photographer

Featured in an order for thirty new diesel locomotives placed by Canadian National with MLW-Worthington Ltd., Montreal, is this engine cab designed by CN to improve and make safer the crew's working environment. The new cabs will provide better visibility, better heating, and better ventilation, also better seating and better display of gages and instruments. They will include such amenities as refrigerators and hot-plates as well as new safety features. Improved arrangement of larger windows will give the crew a better view of the track ahead. The windows also contain a fine wire mesh laminated in the glass to permit electric heat defrosting and defogging. Instruments and gages will be larger and more readable than those in existing equipment. The speedometer can be read from anywhere in the new cab. The collision posts are stronger.

Sierra R.R. train at Quin Tank near Cooperstown, Calif., May 23, 1971. Lead loco No. 28 is a Consolidation built by Baldwin in 1922. Mogul No. 3 was constructed by Rogers in 1891.
Gary G. Allen, 215½ East Palmer Ave., Glendale, Calif. 91205

Erie Railroad conductor reporting engine trouble on American No. 2550 by train telephone to the dispatcher. Loco crew must find it cold, standing in snow, working on drivers. Scene was about 1912. Picture from an anonymous collection.

Huge swarm of caterpillars caused problems on one of the Cumbres & Toltec Railway's steep grades near Cumbres Pass on Sunday, June 24, 1972. With one man pounding the sand dome and another sweeping the rails, narrow-gage 2-8-2 484 tries to get train up mountain. Trip finally completed after lots of "seashore" was used on rails.

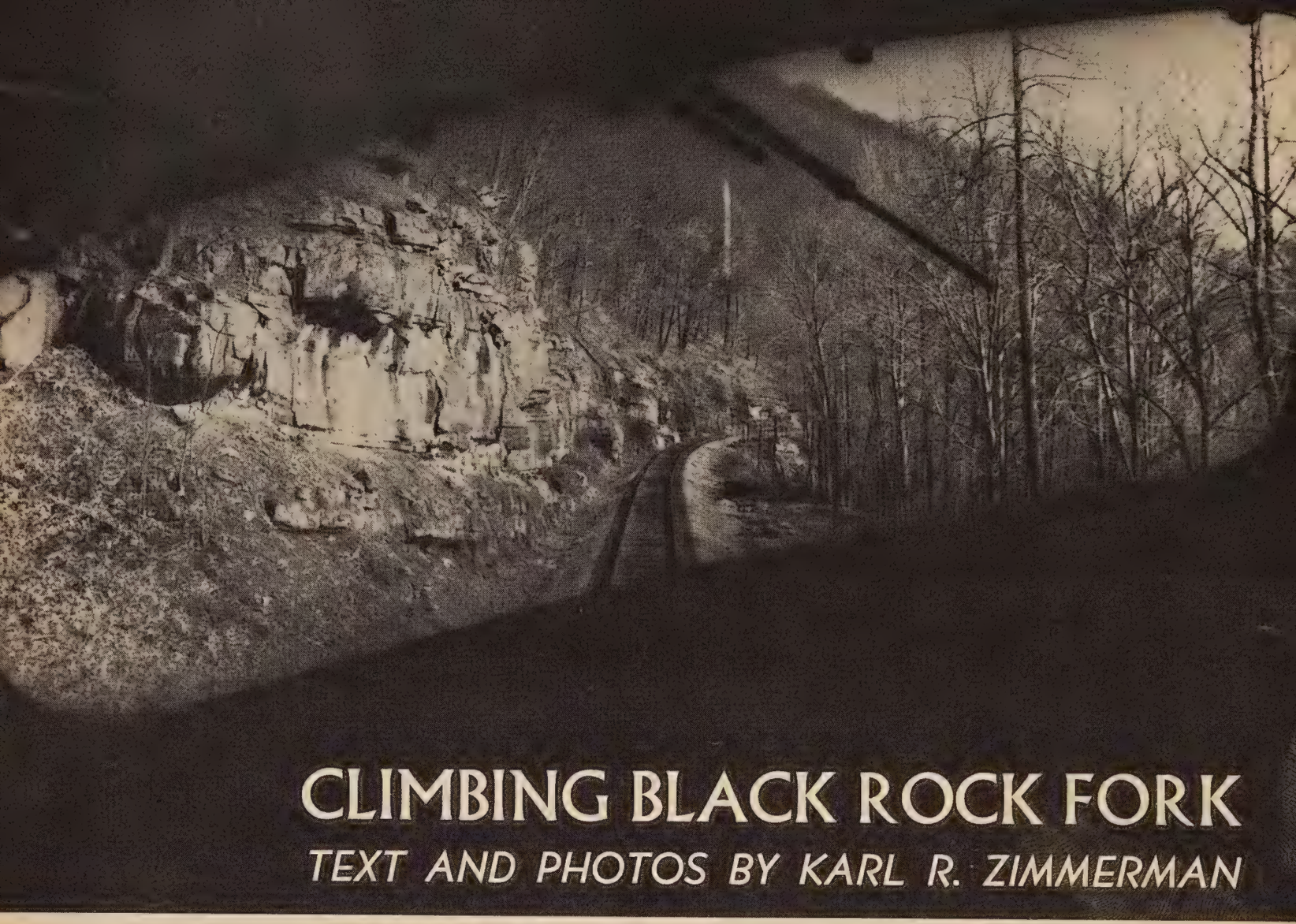
Jerrold F. Hilton, 17775 Royalcrest Drive, Brookfield, Wis. 53005

"Miss Edaville," Cheryl Plocharczak, hands a ceremonial button to engineer of No. 7 on Railfan's Day at Edaville R.R.
Carl H. Sturner, P.O. Box 24, Earlton, N.Y. 12058

Linda Barth of San Francisco relaxes in Oakland's Peralta Park beside the remnants of a pilot and driving wheel once used by a Southern Pacific loco. 54″-driver and pilot have been in park since about 1950. Anyone know their history? Linda can't be using that comb to sweep out any flying cinders.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Mid-Continent Railway Museum at North Freedom, Wis., is restoring C&NW 10-wheeler 1385 in its shop. A tender (also C&NW) has been bought and will aid in completing the engine.



CLIMBING BLACK ROCK FORK

TEXT AND PHOTOS BY KARL R. ZIMMERMAN

Fireman's view from the cab of F-7 232 on eastbound Western Maryland local crawling through the Blackwater Canyon.

Karl R. Zimmermann, 70 Valley Rd., Glen Rock, N.J. 07452

TEN MILES of unrelieved 3.05 percent grade, reaching at times a maximum of 3.85—even the simple statistics of Black Fork grade of the Western Maryland Railway are awesome, especially when you climb *against* loaded hoppers coming up from the mines deep in West Virginia coal country. In steam days, hulking H9 Consolidations could handle only ten loads apiece up this steep hill, often necessitating the use of as many as eight or ten engines—half the number being cut in mid-train, the rest divided between front and rear.

This cacophonous scene has not been enacted with steam for nearly twenty years, but—as fellow rail buff Steve Ward and I found out the other day—even in the diesel age, drama has not deserted Black Fork. Six days a week the show still goes on. So if you think that railroad glamor and excitement have disappeared, just take a look at the Western Maryland.

This carrier packs plenty of action, scenery, and operations into its relatively few miles of line. Its fast-freight bridge route from Connellsville to Baltimore and the Northeast expresses one side of its split personality. Another side is the coal-probing extension south from Cumberland to the West Virginia mines.

While Hagerstown, Md., is the focal point of the bridge route, the area of Elkins, W.Va., anchors the road's job as a coal-hauler. From here lines radiate to Webster Springs, Durbin, Belington, and Kenwood to tap the rich bituminous fields. North of Elkins runs the semi-main line to Cumberland. This stretch of track—laid in the 1880's as the West Virginia Central & Pittsburgh Railroad—has the Black Fork grade, an operating challenge virtually unequaled in the East.

Steve and I arrived at the Elkins engine terminal on a Saturday morning, with authorization from Operations V.P. George Leilich to ride the Cumberland-bound east local. As we were

West Western Maryland freight at Thomas on the line from Cumberland to Elkins in a summer cloudburst in July, 1971.

examining the F-7's and RS-3's on the ready tracks, roundhouse foreman Pat Dugan greeted us. Though young-looking and robust, Pat has been around this road for many years, so talking with him filled us in on history and lore.

His shop force numbers only six men, or one per craft, but he remembers when 128 were kept busy there. Now only minor locomotive repairs are done in Pat's shop. RS-3 No. 198 was the last diesel he put trucks under.

"After that, they took our jacks away," he said dejectedly.

Today, all heavy locomotive repairs are done in Hagerstown, and the car shops have taken over all but two stalls of the large Elkins roundhouse.

Pat recalled his days as engine foreman at Spruce, a village on the Webster Springs line that is virtually isolated from the outside world except for the rail link. Winters at Spruce are incredibly cold. Sometimes the snowfall is so heavy that the only gages tall enough to mark record accumulations are telegraph poles, into which notches are cut.

"I used to live in a caboose," Pat chuckled. "Whenever they ran a work train, I'd lose my boarding-house; but they always gave it back at night, so I didn't worry. Often the snow was as high as the caboose roof, which enabled train crews to toss snowballs down the chimney."

Pat has a special affection for the Elkins shop steam whistle, taken from Consolidation No. 752, class H7b. It is blown at 6 a.m., 12 noon, and 10 p.m., this last for town curfew. When on duty, Pat handles the whistle cord himself, and the watchman at the local sawmill answers him on the mill whistle.

A veteran engine crew was called for our train, Extra 232 East. Russ Hile, the engineer, is a lean man, a quiet man. He piloted steam tours with ex-Delaware & Hudson PA's, "those big engines with long noses," over his division. Floyd Harper was our fireman. Both he and Russ Hile remember with pleasure their days in steam locomotive cabs.

We climbed into the cab of the F-7 A-B-A lash-up, then waited while the system dispatcher and the local trainmaster debated whether to send out

RS-3 No. 184 approaches Montrose, W. Va., running west from Parsons to Elkins with a local freight on a July day in '71.

three or four units. The dispatcher won his point, so Russ had to step aside while the hostler occupied his seat to switch in a second B unit. Meanwhile, extra tonnage was coupled to our train. At last, shortly after noon, we were set to go: 22 loads and 13 empties, 2225 tons bound for Blackwater Canyon and the 3.85 percent mountain grade.

Mid-train helpers, as many as six units, are used on most runs up Black Fork, but this day was an exception. The line had already been jammed with loaded hoppers, maybe 100 in all, for the Stony River Power Plant, a major customer which regularly needs about 100 cars daily. Apparently, new construction at the plant, which is part of Virginia Light & Power, was curtailing its ability to unload coal, so it couldn't accept the usual quota of cars. This accounted for our light consist.

So we'd tackle Black Fork with just our road power, which rocked and swayed down the long, narrow yard, then was coupled on to our short train, ran an air test, and finally was on its way. For the first dozen miles north of Elkins, the tracks arced and looped gracefully through a wide, fertile valley. Here, as elsewhere on the Western Maryland, straight track is rare.

The first locale of consequence was Haddix, where a short grade, a mere taste of things to come, is climaxed by a passing track. Here the Cumberland-to-Elkins passenger train used to meet its opposite number. (This service, discontinued January 4, 1958, was the Western Maryland's last pure passenger train, although the Elkins-Durbin mixed consist lingered on for some time.) The next ten miles of well-ballasted high iron led through pleasant wooded hollows.

After we had passed the crumbling village of Hendricks, we knew that excitement was about to begin. At this point we lost contact with roads, houses, and the other trappings of man. Beyond the Hendricks passing track, we plunged into a primitive wilderness known as Blackwater Canyon.

Our four EMD units began their all-out battle to conquer the hill. Speed settled at around 12 miles per hour for the next ten miles into Thomas. The diesels chanted huskily and the cab kept up a steady vibration, making talk difficult. The track ahead, looking something like a slide in a kiddies' park, veered sharply upward in its 3½ percent climb.

The morning had been overcast, but at length a bright sun flooded the Blackwater valley with light. Poking my head out the window on the engineer's side, I looked back along the snaking train. Far below, the turbulent Black Fork River glinted through the trees.

Back in the cab, I watched cuts and hillsides appear through the lopsided frame of the F-7's windshield. Suddenly our units jumped ahead as if freed of a huge burden. The engineer slapped his throttle shut, applied the air, and we ground to halt.

"What's the matter, Russ?" Conductor Sturm's voice from the caboose crackled over the radio. "Something on the track?"

"Nope," Hile answered.

Peering out his window, he saw that we had broken in two between the first and second cars, both wood-chip hoppers, which had been cut in at the front of the train to avoid contamination from flying coal dust.

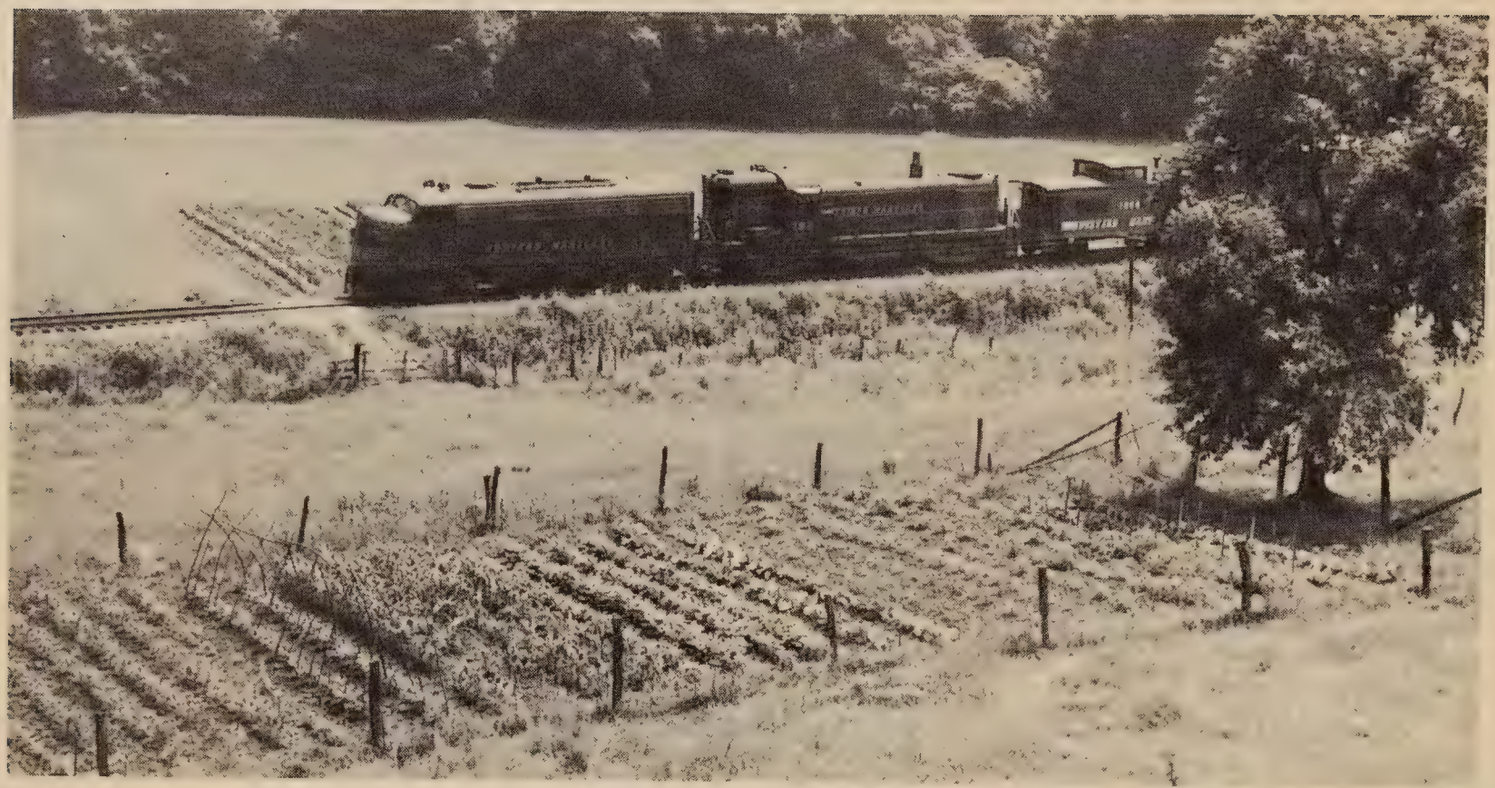
Brakeman Comer was soon on the ground to learn the damage, which proved to be minimal—happily, not a pulled drawbar. A knuckle had merely opened. The train was put together and, after a short delay, we "set sail" again.

(top) Relief op Ace Farris hands up an order to the fireman on mid-train helper at Parsors. (bottom) In cab of F-7 232 is engineer Russ Hile at the ready.

Gingerly, Hile opened the throttle and simultaneously sent down a flow of sand to help the F-7's get their footing. The train budged forward on the 3½ percent. Slowly, with a craftsman's hand, Hile notched out the throttle, and the diesel's roar became full-throated as the four units hurled sound and exhaust against the canyon walls. Soon we were back at full speed, again a labored 12 miles per hour.

This little drama was to be repeated, with the same knuckle slipping open, before we reached Thomas. Meanwhile, we crawled through the spectacular canyon, past such places as Wildcat Point, Big Run Curve, and Tub Run. Below, the river cascaded wildly while a light haze cloaked the mountains.

Passing Little Falls, we roared on to Coketon, where to the east of the track the ruins of the old Davis Coal & Coke Company ovens are crumbling and rusting. Soon we emerged from the canyon and approached Thomas, a town rich in Western Maryland lore. Floyd pointed out a large open area which gave away its past by showing outlines of a turntable pit. Here once stood the Thomas shops. Helper power for the Black Fork grade used to be based there, rather than in Elkins as it is today.



F-7 No. 238 and unusual high-hooded (to accomodate dynamic braking equipment) RS-3 No. 192 highball an eastbound drag into Parsons, not long before entering Blackwater Canyon in July 1971. The caboose will be cut out at Parsons and, with a RS-3 helper, run back to Elkins as a way freight. No. 238 was GM-EMD built while 192 was product of Alco-GE.

Double units, F-7 No. 63 and RS-3 No. 188, roll past general store at Wilson, W. Va. Train will have meet at Bayard.

When steam held sway on the hill, helpers would usually cut in at Hendricks and run on through about four miles east of Thomas to Fairfax at the top of the grade. Today, diesel helpers are put on at Elkins and cut from mid-train at Thomas, since by then the worst of the climb is over. The heaviest trains are pushed from there to Fairfax, with any units over three isolated to stay under the maximum horsepower allowed to shove behind a caboose.

At Thomas the crew did their first switching. The work order read: "Move 1 load lumber and 3 Mtys from West End No. 1 yard track Thomas on rear of train to Knobmount," the yard at Cumberland. In addition, taking no chances, they set out the wood-chip car with the high coupler as bad order. After this we headed for Fairfax. Once there, we had completed the 1300-foot climb in 13 miles and humped over onto a downgrade that would last all the way to Cumberland.

At Fairfax we noted mementos of the age before train radio communication, namely, trackside signs reading "60 cars," then "70 cars," and so on, designed to help the hogger on a road engine determine when his helper had cleared the switch to cut off from the train.

We recalled a tale told to us that morning by roundhouse foreman Pat Dugan. Years ago, he had been riding the tail end of a job to Webster Springs, 45 cars that day, with Sy Semones at the throttle. The foreman had instructed Sy to use the telephone at Cheat River Bridge.

"Seventeen steps," Pat marveled, "were all I had to take. There were sharp curves, so Sy couldn't see a thing, but he landed me right on target."

Someone mentioned an engineer who regularly fell asleep as his train drifted lazily downgrade. "He'd wake up for a necessary air application, like magic, then doze right off again." In those days, a sixth sense must have been a part of an engineer's bag of tricks.

"You could run from here to there quicker on foot," Hile commented as we rounded the horseshoe curve approaching Henry and glimpsed our red, white, and black caboose out of the cab's side window. At Henry, we cut off and ran light up the two-mile

Deep night scene in Elkins yard showing F-7 lash-up, RS-3, and caboose track.

Famous FA No. 301 stops for orders at Williamsport, Md.; loco working as helper.

Rare bird. BL-2 No. 81 switches during heavy snowstorm in December, 1970, at Hagerstown, Md. This locomotive and her sister are still in service on the WM.

Elk Run branch to the Island Creek Coal Company mine, where the crew had a pickup of 45 loaded hoppers.

It takes time to run an air test on 45 cars, but its importance was clear, since we'd have to hold these hoppers back on a grade stiffer than 4 percent when we headed back to the main. We spent the time yarning. Floyd told a story of a winter's day with the snow lying deep, when the trainmaster missed the motorcar which provided the only transportation to the isolated settlement of Spruce. Somewhat put out, he called in for the car to return and get him. No soap, the response came back, he'd have to hoof it.

"I might walk *out* of Spruce sometime," the trainmaster snapped, "but I'll be damned if I'm fool enough to walk *in!*"

After we had put our now-swollen train together down at Henry, we rolled easily on to Bayard. From here the 16-mile Stony River branch runs up to the voracious power plant. Six RS-3's are assigned to Bayard, primarily to forward the great volumes of coal up the backbreaking grades of this branch. To the outsider who does not know of the power plant's existence, those six Alcos must present a bizarre picture as they struggle mightily to hoist our loaded hopper cars away from the main line and up into the hills, as if taking them back to the mines.

Dusk was falling at Bayard as we added another 12 hoppers to the consist. Our headlight probed the gathering gloom, and the cab felt cozy and homelike as the dark hills seemed to close in on us. Conversation turned to musing on the days when big steam was abroad in the land. It was almost like ghosts coming out for an evening stroll. Dusk is a poignant time of day, a time for the remembrance of things past as well as those recently lost. On this note we left Extra 232 East at Bayard.

The crew ambled across the street to the local beanery to put on the feed-bag. Steve and I also were hungry and went along. Over hamburgers and coffee, the two of us recalled other aspects of the Western Maryland. We spoke of Hagerstown, that beehive of activity where exotic BL-2's still do the switching and where first and second generation power mingles comfortably.

Then there's the railroad's busiest stretch of high iron, the 18 miles of double track between Hagerstown and Big Pool, where the Baltimore & Ohio comes in, swelling the traffic volume. This line, too, has its operating problem, such as Williamsport Hill. Though the grade is just more than one percent, tame in comparison to Black Fork, a helper of up to six units is kept busy pushing long drags into Hagerstown. This operation has lately gained a degree of fame, since the last active Alco FA's in the East could be found in the helper lash-ups. In fact, two such engines, the 300 and 301, were still in service when I was there.

Steve and I enjoyed the West Virginia hill country. We liked the people and the way they ran their railroad—their strong ties with the past and dynamic handling of the present.

As we slouched in the wooden booth and looked across at the dusty mirror in Bayard's sole eatery, the juke box ground out John Denver's *Take Me Home, Country Roads,* and we began making plans to return.

"After all," Steve said, "we still haven't heard Pat blow that shop whistle."

In the stillness of a cold January night in 1972 Cumberland-bound A-B-A F-7 lash-up pauses at Gorman, Md., while the crew dig into meal at the local "beanery." This stretch of track was used by steam locomotives right up to the '50's.

Long three-unit diesel coal train curves into Gorman, W.Va., bound for Cumberland in Aug. '71. Anyone want a bridge?
Roger P. Cook, 505 Summit Ave., Oradell, N.J.

In final moments of glory, Santa Fe Alco PA's perform for railfan cameras at Port Chicago, Calif. on March 3, 1968.
Photograph by Robert L. Hogan

Interior of old Santa Fe boxcar station at Glendora, California, in about 1915.

Fred L. Scholl, 111 Columbia Ave., Syracuse, N.Y. 13217

Diane Scholl watches at crew-change time as hoggers compare watches and notes at Syracuse, N.Y. on an August day in 1971.

PASSENGER TRAIN SURVEY

CANADA is now being served by Amtrak. Railroad service between Seattle and Vancouver, B.C., was reopened the other day as Amtrak made its first foray into Canada on what will be a daily scheduled run. On its opening run, the four-car *Pacific International* started 35 minutes late from Seattle, Wash., while awaiting a connecting train from the south, and lost another 15 minutes to the clock as it proceeded to Vancouver.

The Seattle-Vancouver run, which was dropped when Amtrak first assumed operation of the U.S. rail passenger system, drew some sentimental observers at way stations in Edmonds, Everett, Mount Vernon and Bellingham. The train made an unscheduled stop about 200 yards out of Edmonds to let out a man who climbed aboard for a look-see during the stopover there, then, in his apparent enthusiasm, forgot to get off.

James A. Bryant, national director of public relations for Amtrak, said the top speed on the Seattle-Vancouver line is 79 miles an hour, but the track will have to be improved.

And in Connecticut, an Amtrak official has promised that Penn Central passenger trains will make more stops in Old Saybrook. Dean Folsom, general manager of transportation for the national rail passenger corporation, told the Shoreline Train Association that "some" additional stops would be restored "as soon as possible."

The association is the group that lobbyed unsuccessfully to save the *Clamdigger*, a one-car commuter train between New Haven and New London. It was phased out under the Amtrak reorganization.

WHERE did all the excess passenger cars go after Amtrak took over last year and dropped about half the pre-existing runs? The Union Pacific provides part of the answer. Amtrak selected 120 of its cars; 30 others were sold to Ringling Bros. and Barnum & Bailey for use as circus trains; the Alaska Railroad bought 30, and about 65 UP cars are being converted to tool, material and grub cars for the maintenance-of-way department.

Furthermore, the Washington-based Auto-Train Corp. has bought 33 bi-level, half-dome passenger cars from the UP to help handle a continued strong demand for Florida travel, company president Eugene Kerik Garfield announces.

Previously Auto-Train received consent to operate two additional trains on the Florida-Virginia route. The dome cars will be renovated to Auto-Train specifications for use as coach-lounge, night club, and buffet-movie cars. The company is taking reservations a year in advance, with the 1973 Easter season already heavily booked.

Milwaukee Road train No. 9, the *Twin Cities Hiawatha*, emerging from north end of Chicago Union Station bound for Milwaukee and the Twin Cities in spring of '72.
John Taibi, 1465 Manatuck Blvd., Bay Shore, N.Y. 11706

DETROIT may be using trains as well as buses to take pupils between Detroit and its suburbs, in compliance with the district school desegregation order involving the city and 52 suburban districts. As we go to press, the city is considering rail lines of Penn Central and Grand Trunk, so as to cut down on the cost of buying an estimated 265 buses needed to comply with the court order.

LIQUOR sales on Amtrak trains passing through Oklahoma and the dry counties of Kansas were ordered suspended after authorities in the two states boarded trains and had arrested crewmen for illegal sales of booze. But the dispensing of alcoholic beverages on trains will continue in states where no arrests have been made, announces Ed Edell, Amtrak vice president for public relations.

Even so, Amtrak contends that it operates under Federal law and therefore cannot be regulated by the anti-liquor statutes of the states through which its trains travel.

"It is our position that the serving of mixed drinks on Amtrak is against Oklahoma law," says State Attorney General Larry Derryberry.

At Newton, Kan., state Attorney General Vern Miller stopped another train and arrested three crewmen and charged them with maintaining an open saloon.

AMTRAK has signed a labor agreement that clears the way for it to as-

sume greater control over ticket sales and reservations personnel. Currently, most of Amtrak's ticket sellers, reservations personnel, and other clerical forces in its passenger offices in all cities except Chicago work for individual railroads. The new national agreement signed with the Brotherhood of Railway and Airline Clerks paves the way for Amtrak to begin putting these employes on its own payroll.

The new contract provides for essentially the same pay and benefits as the employes currently receive from the individual railroads. In Chicago, passenger train ticket and reservations personnel became employes of Amtrak on October 1, 1971, and the ticket operations of individual railroads were merged.

The *California Zephyr*, then known as Western Pacific No. 18, moves down 3rd St. in Oakland having left 3rd and Washington Streets depot in Sept. '68. The gal, adjusting her hose on a shapely leg, is Miss Cathy Nelson of San Francisco.
Virgil Staff, P.O. Box 268, Berkeley, Calif. 94701

ONE of the biggest headaches in dealing with Amtrak is trying to get through to its reservations and ticketing people.

"When calling Amtrak for information the first hurdle is to get over the busy signal. The second is to get someone to answer," says David A. Watts, Jr., Amtrak's vice president for planning. "The telephone hookup is one of the weakest links in our rail system."

Watts announces both a new phone system, hopefully within a year, and a string of refurbished cars.

The following letter from Sylvia Cummings of Chicago illustrates Amtrak's failure to communicate:

On learning that Amtrak was offering a package tour to Glacier National Park, I dialed 786-1333 to make reservations. The line was busy. For four days I dialed this number at short intervals, always getting a busy signal. Late in the afternoon of the fifth day my call went through and I was connected with the Tour Department. The gentleman who answered knew nothing about the package tour and suggested that I come to 80 E. Jackson Blvd. He told me the ticket office is open on Saturdays from 8 a.m. to 6 p.m.

I arrived at the ticket office at 10 a.m. on a Saturday, only to find it closed. The security officer in the lobby allowed me to use the private phone, since there is no public phone there. In his presence, I tried for two hours to reach Amtrak, and again got only the busy signal.

Evidently, Amtrak has changed nothing. From now on I will travel by bus and planes. I can reach them by phone readily, and receive quick, courteous service.

BURLINGTON NORTHERN'S 20,000 daily commuters, will ride in even finer style, beginning next midsummer, when the Budd Co. of Philadelphia delivers 25 new double-deck, air-conditioned cars. Twenty of them will have cab controls, so that the entire suburban fleet will be "push-pulls."

From September, 1973, through the following March, Budd will modernize the 94 cars now in use. Furthermore, Morrison-Knudsen Co. of Boise, Idaho, will rebuild 21 BN diesel locos to extend their service lives an additional 15 years. Each will get an electrical system capable of heating, lighting, and air-conditioning 12 commuter cars. Yes, BN favors passenger service.

A STUDY entitled *Evaluation of Travel Service Problems* has just been released by Secretary of Transportation John A. Volpe. It deals with some of the inconveniences that exist especially for the aged, handicapped, inexperienced, and non-English-speaking travelers.

Among the problems cited are: Information systems do not provide the traveler with complete trip data and directions. Signs and symbols are not uniform. Terminals are not properly cleaned. No standards exist for the treatment of passengers during travel interruption. Furthermore, local transportation to and from terminals is often inconvenient or expensive. Long walks, steps, and ramps inconvenience many travelers. Assistance with luggage is inadequate.

The study recommends that each carrier analyze its intercity system and make changes which take into account the needs of all travelers, including those with special problems. Regulatory agencies should set standards for travel service and for quality and maintenance of facilities and equipment. General studies like this one, with no "teeth" in it, *could* be helpful, but they seem to us like a waste of taxpayers' money.

TYPICAL of public-spirited groups all over the country helping to revitalize rail passenger service is DELTRAN, the Delaware Valley Citizens Committee for Better Transportation, headed by Harry Hyde, Jr., Box 429, Bryn Mawr, Pa. 19010. This group distributes literature and discusses problems at public meetings. Last summer it made a particular effort to encourage travel on the Pennsylvania-Reading Seashore Lines. There are many such groups in the U.S. and Canada.

THREE commuter railroads serving Chicago have agreed not to raise their fares this year in exchange for a state promise of $1.58 million in "debt service grants." The grants are $622,011 to the Burlington Northern, $538,787 to the Milwaukee Road and $383,818 to the Rock Island. They are the first to be announced for commuter lines out of $2.5 million promised them for this year from the $200 million mass transit portion of Governor Ogilvie's transportation bond issue.

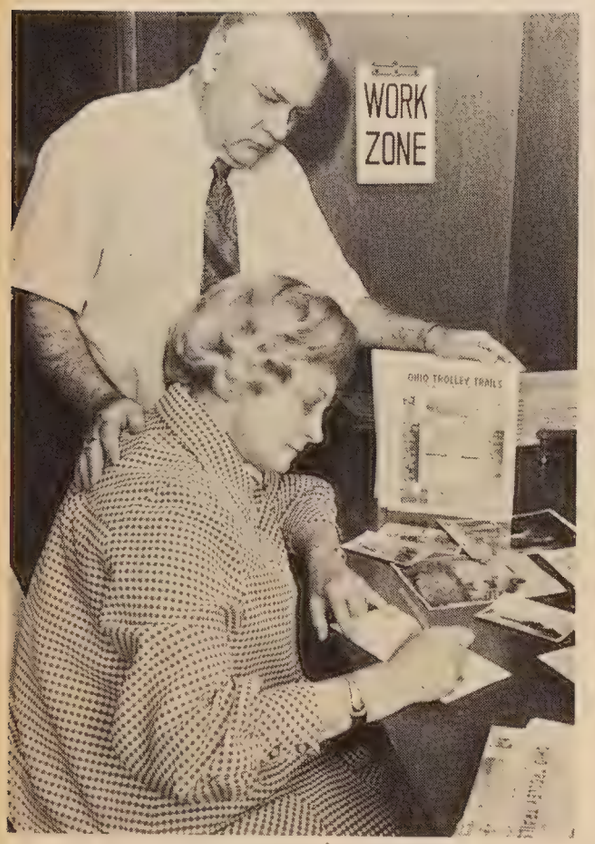
"Those grants will not only help to stabilize fares and avert future fare increases, but will also assist in improving what is generally considered to be the world's finest rail commuter system," Ogilvie says.

Elsewhere on the commuter front, the Richmond, Fredericksburg & Potomac has informed the Metropolitan Washington Council of Governments that it will "actively resist" any attempts to operate commuter trains on RF&P tracks through northern Virginia. This decision effectively kills virtually any chance for rail commuter service between the District and Northern Virginia. ●

INTERESTING RAILFANS No. 119

HARRY CHRISTIANSEN

By FREEMAN HUBBARD



Harry Christiansen and his wife, Liz, work in office handling orders for his trolley books in his "work zone."

GASPARE A. CORSO, member of the Cleveland Transit Board, sums up Harry Christiansen as follows: "Whether he is working for Cleveland Transit, the Mayor's office, other public or private interests, or on his own, he is constantly checking, studying, and researching transit. His entire life is dedicated to mass transit. He is a complete ground-mass-transit machine, wired expertly, factually, and objectively."

Let's see what makes this "machine" tick. Just how human is he? How did a railfan kid with a $3.95 box camera reach an eminence that seems unique in the transit industry?

The late President F. D. Roosevelt once remarked: "Except for the Indians, we are all descended from immigrants." Harry's father, John Christiansen, was a Norwegian seaman. He migrated to this country in 1905, railroaded for a while on the Erie, and was head of the shipping department in a Cleveland factory when Harry was born in that city near a Pennsy railroad overpass. The lad's birth date, December 22, 1919, was the thirty-third anniversary of the merger forming the Duluth South Shore & Atlantic, now part of the Soo Line.

"I grew up on the Payne Avenue streetcar line," he recalls. "In my early years its yellow cars and the steam trains nearby fascinated me. I often wandered to the crossing to gaze at the trains and trolleys, and even before I began going to school I knew all the car numbers and schedules on the Payne line."

A legend persists around Cleveland to the effect that Harry Christiansen can tell you the number, type, and history of any streetcar coming down the line before it is visible.

"When I reached the advanced age of eight," he informs us, "I would go downtown to watch the city trolleys and interurbans. Dad would bring home copies of *The Official Guide* from his job for me to read. Sometimes I'd ride his company's truck and be thrilled by deliveries to railroad depots, the Great Lakes steamship docks, and interurban freight yards.

"The school passes which the Cleveland Railway started issuing in 1932 became my open key to the city. Many a happy afternoon after school let out I traveled over the various car routes, one each day, besides making friends with the blue-uniformed interurban motormen. I remember cutting school twice in the fadeout days of the Northern Ohio Railway to ride its lines to Akron and Kent respectively."

Around that time he began carrying a notebook in which to jot down the numbers of all the trolleys, trains, and buses he saw. He used to astound the transit men by telling them the location of each trolley on the city streets as well as the interurban and bus rosters. It is still one of his hobbies. Our hero keeps up-to-the-minute data on routes, rolling stock, etc., of passenger carriers in the Greater Cleveland area, even including taxicabs!

"Forty years ago," he tells us, "I picked up my first copy of *Railroad* from a rack in a candy and stationery store where I often spent time reading various magazines free. Before that, I hadn't known about other fellows being interested in transportation. I just had to read *all* of *Railroad*, not merely glance through it free, so I saved my pennies to buy each monthly issue as it came out. Your old *International Engine Picture Club* (predecessor of *The Switch List*) motivated me to take transportation pictures and it surely

(top) Early in life HC developed a love for trolleys. At age of 4, he is shown with his personal backyard trolley system. (bottom) HC at five by Cleveland's car 382 at Payne Ave.

helped to spread rail hobbies all over the U.S. and Canada. I remember, too, your magazine's humorous fiction stories about the Damon Runyon-type *Engine Picture Kid* and his blonde girl friend, *Goldenrod*, the steam locomotive engineer on a small pike."

Downtown Cleveland was Harry's back yard. He often roamed around it and through the picturesque Cuyahoga River valley. Becoming absorbed in newspapers also, he read papers from other cities in the Cleveland Public Library's newspaper room. At junior high he specialized in journalism. Later he was editor of his high school magazine, and still later a full-fledged newspaperman.

The first transportation shots he made—with his father's Brownie box camera—showed Payne Avenue trolleys. By 1935 it took no great foresight to realize that the Lake Shore Electric would soon fold up, and until it did young Harry concentrated on pictures of that line. In 1936 he bought a size 616 Brownie. This cardboard box he toted around in a brown paper bag to keep it dry in wet weather. Daily he'd ride a bicycle to the LSE's Eagle Avenue terminal to "shoot" its cars. After accounting for all the equipment that rolled into and out of Cleveland, he completed his LSE pictorial roster by making three interurban trips to Fremont, Ohio, and persuading someone to pull No. 162 out of the barn for a last portrait.

His Verichrome films cost so much that he couldn't afford to print them. So he took the rolls to photo labs, filed the negatives, and waited 15 years before he could spare the money to have them all printed. Some prints he sold through our *Switch List*, and along the way he made a few lasting friendships.

One rainy morning during the early hysteria of World War II," he reminisces, "I was standing on Cleveland's Public Square with my precious camera in a paper bag when a trolley that I wanted to photograph showed up near the Federal Building. Whipping out my Brownie, I aimed it at the car. A woman screamed, 'Spy!' Soon I was surrounded by jittery police and then Federal agents, They thought I was photographing the Federal Building in wartime, although the view could be bought on a postcard rack for a penny. Luckily, I had already started to work on *The Cleveland News* as an office boy, and my hobby was well known there. A phone call to the newspaper vindicated me."

The method he used to get that job on *The News* was novel. He walked along the East Side rapid transit right-of-way that the Van Sweringen brothers started to build in 1927. It had been completed to the point of one track and overhead poles when the Depression halted construction. For 11 years the weed-grown right-of-way lay idle. Then Harry researched the project, decided that it offered an ideal stretch for running city streetcars into Cleveland Heights and East Cleveland, photographed the line, and wrote a story on it.

View of HC taking a picture of a trolley and trailer on Cleveland's East 55th Street line in 1943 at Lexington Avenue. Note fire truck following trolleys.

"I walked into *The News* office with my story and pictures," he says, "and was astounded when the editor gave me a check for that material and hired me as office boy in the editorial department at $15 a week, good money for a kid in those days. As time went on I wrote other news features about the city's trolley situation and what people disliked about the Cleveland Railway Company.

"By 1942 I was covering transit regularly. *The News* launched a full-scale campaign to build an East Side rapid transit line and I supplied most of the ammunition. At length the Mayor ordered the Transit Board to get going. The line was built because we—*The Cleveland News* and I—had kept hammering away at it. *The News* also, through my stories, succeeded in getting the Transit Board to put soft seats and better lighting in the older cars and even to discard the long-standing coal stoves in favor of heating the cars by electricity."

For 20 years Harry Christiansen stayed on *The News*, covering all the beats but especially transit. In 1960 the paper folded. Harry spent the next ten years as an executive assistant in the County Engineer's office. Then in 1970 the Cleveland Transit System gave him a newly created job as chief of special projects at $15,500 a year, which post he holds today. Last February 7th he was given the additional appointment of liaison man between the Cleveland Transit Board and Mayor Ralph J. Park; and on April 1st he also became a member of the Cuyahoga County Task Force, which is now overseeing a $750,000 area-wide transit study. Thus the kid with a $3.95 box camera had come a long way!

"Public transit," he maintains, "should be competitive with the automobile in portal-to-portal time, which is what most commuters figure their day by. There is a vital need for heavy-duty, multiple-unit rapid transit

Selecting material for future book in the Christiansen library and transit den. Liz is always there to help Harry.

Writing a cab-ride story on the *Empire State Express* for Cleveland *News*, HC in cab ready to leave Buffalo for home.

that moves great masses of people. But from the overall angle, there is a place also for the flexible bus on light-density runs. I try to see both sides."

Bus, Harry? What about carbon-monoxide gas poisoning the air? It may raise the blood pressure of some railfans to learn that Harry Chrstiansen has a vast collection of bus pictures taken in the Cleveland area. There isn't a suburban motor coach on the city's streets that he hasn't photographed. In fact, he finds that many bus pix of the late '30s' are rarer than his trolley shots. Railfan No. 119 has the only known views of certain bus lines abandoned years ago. By the way, are there any other *Railroad Magazine* bus enthusiasts?

"And why not?" Harry asks, realistically. "But in 1935 nobody cared to photograph buses, though they were—and are—part of the mass transit field."

Today, he always carries a Rollex pocket camera. It's a cute little gadget costing $175, but he wishes sometimes it had the simplicity of his old Brownie 616. As a newspaperman he likes nearly all types of pictures, especially those showing people or action. Among his own photos he is proudest of two dramatic shots. One was a three-minute exposure, taken with the $3.95 box camera, of car 167 on the Lake Shore Electric's final run in Cleveland. The other has the last lake steamer, *South American*, departing from Cleveland on a color slide with seagulls swirling around the vessel as she disappears in a haze.

Harry likes to see photo subjects "universalized"—i.e., given the utmost appeal. He welcomed the broadening a few years ago of *Railroad's* pictorial policy to include a wider range of material with fewer mere portraits of engines, trains, and cars, and at the same time—although he himself is most loyal to his native Ohio—to present more foreign rail scenes. As for rail-girl pix, he prefers the kind that don't hide mechanical details. If you want to irritate Harry Christiansen, just block his view of a trolley, bus, or locomotive, particularly its number, that he is trying to photograph. He will shoot pictures of all the trolley landmarks he can find in Ohio, hoping to use them in future books as "then and now" shots.

Thus far he has produced three books: *Lake Shore Electric,* in 1963; *Northern Ohio Interurbans,* 1964, and *Ohio Trolley Trails,* 1971. The first one sold out completely; the third is selling fast. He is now writing a fourth book.

"I don't go on fantrips as such," he says, "but have a historical bent about things I know in territories I am familiar with. I don't chase trains or trolleys in other cities, but will photograph any that happen to come by. Ohio is my main interest."

Just before Euclid Beach Park, Cleveland's last and greatest amusement areas, closed down in 1969, he took 1,280 colored slides and some movie reels of its last days, from the ground and from atop the high rides. He is, in fact, obsessed with historic lore.

As a professional journalist, Harry reads rapidly and covers a lot of ground in a short time. But he has been perusing *Railroad Avenue* slowly, a chapter or two a night. "It is, I think," he says, "the best railroad book ever written. I had one long ago but lost it. The other day I found another copy in a second-hand bookstore. It is loaded with nostalgia and human interest. After reading the chapter on 'Wreck of the Old 97' I went down into the basement of my apartment, dug

HC's favorite photo, taken with Brownie box camera showing last Lake Shore Electric on Cleveland public square at 12:41 a.m., Sunday, May 15, 1938. It was a three-minute time exposure. Rainstorm added to the gloom of the occasion.

out the phonograph record of that old song, and played it."

Harry has won several annual Guild awards in the newspaper game as well as the $5,000 Grand Prize in the "Downtown Ideas" contest of *The Cleveland Press*. Reminds us of the many contests won by *Interesting Railfan* Dick Murdock (Aug. '72 issue). Even today, busy as Harry is, he admits that he gets a nice warm feeling when newspapers ask him to write special transit articles for them; and when he drives through the city he sees occasional municipal improvements, such as a widened street or a tiny park, that he had fought for years ago.

"I have known Harry since he covered the transit beat for the old *Cleveland News*," writes Arlene Butler, CTS public relations director. "He is extremely knowledgeable in all phases of transportation and has a great fund of streetcar lore."

And Robert T. Pollock, CTS general manager and chief executive officer, enthuses: "We are fortunate in having such an expert on our team. Harry is more or less a 'free spirit' who spends much time riding our system, offering suggestions on how certain facilities or routes can be improved, and then implementing those suggestions. He has a complete and total recall regarding streetcars, buses, and rapid transit cars. No longer is it necessary to hold up a meeting while someone goes through files to determine just when a certain piece of equipment was bought. Harry has all that in his head."

Our subject is 70 inches tall. Fifteen years ago he weighed 233 pounds, tried health-food diets, and is now down to 185. He does little except walking to keep physically fit, is restless and impatient, always on the go. Eats and walks rapidly and makes quick decisions.

"I don't like long hair," he remarks, "but hate waiting in barbershops or anywhere else, including restaurants; so I tend to let my hair grow and live on snacks while taking trips or in a rush to do things. Unlike most railfans, I smoke—three packs of cigarettes a day!"

Bill Uhrleb, a Cleveland insurance man, finds him "sensitive and sentimental, warm-hearted and generous." Bill adds: "Nothing suits Harry better than a Sunday drive to explore some abandoned right-of-way. He has accumulated nearly 20,000 old picture postcards of the Cleveland trolley era, getting them from antique shops, book stores, and auctions. He also collects trolley and train photos, of which he has maybe 60,000, in albums, and old railway timetables, postage stamps, and phonograph records. Used to amass old coins, too, but quit because burglars broke into his home three times and stole them."

His trolley pix are classified by car numbers and transit systems. He also has several thousand rail slides and some rail movies. Railroad and trolley books, too, and many years of *Railroad Magazine* and *Trains* in a basement locker. One of the three bedrooms in his apartment on Lake Shore Boulevard in Euclid, Ohio, is used as a library, hung with railroad pictures. Another is an office for conducting his book affairs. The third is for sleeping.

On top of all that, Harry admits having "a tremendous collection of trolley bells," some dating back to the 1880's. They used to be owned by a bachelor transit official who died in Cleveland while his bells were on display. Years later, Harry Christiansen acquired them from a CTS official who had rescued them from a storage bin.

"They are stored under my bed," Harry chuckles. "My wife keeps urging me to sell them to make housecleaning easier. I am sure there is no other collection like it anywhere."

John Clark, transportation reporter for the Cleveland *Plain Dealer*, gives a hypothetical example, based on facts, of the way Harry works: "I'll mention a Federal press release about a grant to rebuild streetcars in, say, Boston. Christiansen will interrupt me to say something like this: 'Ah, yes, these are the 1100 series of cars built in 1938 and '39. They are all alike except that No. 1121 was damaged in a collision in April, 1942, and repainted a deeper shade of green. They have spent most of their lives in the same service, although 1134 and 1140 were seen on

the Bay route in the spring of '51. But as I understand it, they had trouble with a severe curve at Fifth Street and were returned to their original routes . . .'

"This is no mere parroting of facts gleaned from railfan journals. Christiansen has toured the systems of many cities and has observed details, including nicks and scratches on the paintwork. Walking the streets of Cleveland with him is quite an experience. In mid-sentence he'll pull out a scrap of paper and note the number of a passing Greyhound bus, with the explanation that the bus company is renumbering its fleet, throwing his own files out of whack."

A reporter who worked with Christiansen when he covered transit in the '40's and '50's tells how, from a distance, Harry would identity a streetcar or trolley bus by some slight alteration made after it had been shopped.

"That's 66," he might say. "You don't usually see it downtown, but it's relieving a shortage at the Rocky River barn. It started out on the Superior line in 1934, but was sent to the Harvard barn in 1937 and worked on crosstown until a couple of months back . . ."

Harry Christiansen is to Cleveland what *Interesting Railfan* Harre Demoro is to Oakland, California—a knowledgeable transit journalist and then some. Like Nick Morant, last month's *Interesting Railfan*, he is not religious in the ordinary sense but lives by the Golden Rule, has a compassionate feeling for animals, and despises the sport of hunting. Until age 46 he was a bachelor. His first marriage lasted three years. Then he met a smiling, blue-eyed blonde named "Liz" (Isabel) Perkins in a restaurant, dated her for a year, and married her in that same eating establishment on May 23, 1970. They are about the same age.

Liz tells us: "It takes a lot of stamina to keep up with Harry. People all over the country phone and write to him for information. My husband is a perfectionist in refusing to go on record with a statement, whether written or spoken, unless he is sure it is correct. While getting ready to start on a big program he smokes what seems to me like a thousand cigarettes a day. We do most of the research together for his books. Sometimes we hike for miles to find and photograph stretches of unused railroad track. Want to hear something funny? While we were on our way to get a marriage license, Harry stopped, pulled out a little notebook, and copied down the number of each bus that passed us, checking on its condition and the number of riders."

And Harry says: "Liz has been in sales and promotion jobs most of her life and loves to work on the sale and promotion of my books. Week after week and in snowstorms she was on the road, getting newspaper reviews and placing my *Ohio Trolley Trails* in book shops and even a crossroads hardware store."

Like most of us, Harry knows that writing books is no cinch. "After working at something else all day, I might dig into a mass of long-forgotten statistics at night to find, for example, a remote corporation change. Luckily, with my wife's help, I have completed most of the research on my next book. There's still the endless writing, the dealing with printers, and the risk of losing money. You don't make a profit on trolley books, but you *may* break even if you are lucky.

"Most rewarding is the awareness that you are preserving material that otherwise might be lost forever and that something you have done will live on after you." ●

An HC photo of the last day of operations on Cleveland's East 55th St. Line, March 7, 1953. It was also last trip for car 4064, scrapped soon afterward. Line had operated on Cleveland's East Side for 58 years; one of state's oldest.

Mike Eagleson (in foreground), president of the Royal Hudson Locomotive Co. Ltd., works on the firebox of ex-Canadian Pacific 4-6-4. This Hudson has been leased to the Atlantic Central Railroad, some of whose members are shown working on top of her boiler. The organization will run mainline excursions in Bethlehem, Pa., area when locomotive is operable.

IN SEARCH OF STEAM

Mike Eagleson

NORTHERN PACIFIC steam is in the news for the first time in years. A new tourist road has started up in Bellingham, Wash., using No. 1070 on a discontinued four-mile spur. Four runs are made each Saturday with the loco and two 1912 coaches, between Park and Wickersham, south of Bellingham. Seven volunteer railroaders, led by brothers Frank and Bob Culp, operate the new steam road. The train operates up one of the steepest grades in Washington running at 15 miles per hour. I wish I had a photograph of the 1070.

BALDWIN LOCOMOTIVE Works No. 60,000, a 3-cylinder 4-10-2, has been traveling back and forth since 1933 on a short piece of track inside Philadelphia's Franklin Institute. The big steamer has traveled about 500 miles since put on display as a museum piece. However, 250 of these miles have been in reverse, and due to the uneven wear, her bearings are egg-shaped rather than round. The Institute is seeking advice on how to repair the engine. Anyone with a knowledge of steam locos and ball bearings should contact Eileen Regan at the Museum. During her active life as a Baldwin experimental engine, the 4-10-2 traveled over 100,000 miles on different roads displaying her capabilities.

SYDNEY & LOUISBURG, a 25-mile defunct coal road in Nova Scotia, Canada, may be running steam again. The Cape Breton Develop. Corp., has launched "project railline," a series of studies exploring the possibility of operating a steam tourist road between Sydney and Louisburg. This road, using ex-New York Central, Detroit Toledo & Ironton, and Chesapeake & Ohio steam locos, was famous for lasting until 1960 with almost 100% steam operation. Unfortunately, all but one or two of their older and smaller engines have been scrapped rather than preserved. As these plans progress, I hope readers will keep me posted on what motive power will be used.

CALIFORNIA PACIFIC Locomotive Assn. and Nevada Railroad Hist. Society are jointly planning to rebuild for operating condition ex-Southern Pacific 2-6-2T No. 233, which has been on display for sometime at Peralta Park, Oakland, Calif. No date has been set, or exact location made, for this joint

Cumbres & Toltec R.R. 484 rolls again with loco and coaches lettered "Denver & Rio Grande" during recent filming of a movie with Dean Martin near Chama, N.M.
Jack LaMunyon, 2513 Britt NE, Albuquerque, N.M. 87112

venture. However, it is believed to be in the Richmond area, where several steamers are running on a tourist road.

THIRTY or forty steam engines, in various stages of condition, have been saved from the scrapper's torch for future preservation by the hearty steam-fans of New Zealand. Steamers, ranging from A-class 0-4-0T, weighing 11-tons, to a 4-8-4 Klb class, tipping the scales at 146-tons, are among the engines being set aside for future use. This news comes from Cyril Evans, 16 Albany Street, St. Albans, Christchurch, N.Z.

I toured New Zealand in April '70 in search of steam. Big 4-8-4's were holding down the winter runs on the *South Island Express*. As steam was used to heat the cars on this crack train, I have often wondered what passengers did for heat on all other diesel powered trains. I found chasing this narrow-gage train by car extremely difficult. The highway followed the right-o-way pefectly for hours and presented no problems. But it was hard keeping up with the train that ran constantly at 70 mph. How many other narrow-gage lines have ever kept up such a speed over a long stretch of track? Alas, all steam has ceased operating in regular service in the New Zealand islands.

COLORADO RAILROAD Museum's steam loco 346 was steamed up this past July for the first time in over two years for the benefit of over 500 people attending a Rocky Mt. Railroad club outing at Golden. The engine under the expert eye of a D&H hogger, Dick Cooper, ran back and forth on the half mile or so of track. D&RGW employee Lake Trump handled the firing chores. The event received wide TV coverage and was so enthusiastically received that Bob Richardson hopes to steam up the loco again this fall.

Rocky Mt. Railroad club also came up with some good and bad news. The god news is that they were able to run an excursion this past June over the Black Hills Central from Hill City to Deadwood, S.D., behind ex-Peninsula Terminal Co. 2-6-2T No. 104. The bad news is that Burlington Northern may have to abandon the Hill City to Keystone branch that suffered over a million dollars in damages due to the floods in June. Six of the 11 bridges were lost. Fortunately, the rolling stock was at Hill City when the flood struck. By the time you read this BN probably will have made their decision. BHC operated three times a day this summer between Hill City and Custer. Besides the 104, they have ex-Prescott & Northwestern No. 7, a 2-6-2, which has been undergoing repairs.

Black Hills Central once ran narrow-gage trains on three-rail trackage on the branch from Hill City to Keystone, but in recent years changed to standard-gage equipment. BHC owner Bill Heckman has expressed hope that he may be able to purchase the branch from BN and operate his narrow-gage trains again. However, his narrow-gage loco has been reported up for sale.

ONTARIO RAIL Association is concluding arrangements with the Essex Terminal Railway whereby ETR's 0-6-0 No. 9 will be added to their loco roster. No. 9 was built by Montreal Loco Works in '23. It is the Essex Terminal's last extant steam engine, and as such, has been the recipient of a singular amount of care and pride by the ETR since it was taken out of service in '62. At last reports No. 9 was in Windsor, Ont., awaiting final moving plans. The six-wheel switcher now takes its place alongside 4-4-0 No. 136 and D-10 class No. 1057, both ex-Canadian Pacific locos, in the growing number of ORA steam engines that will see service on their Credit Valley Railway. The CV, intended to represent a typical Canadian branch-line railroad of the 1930-'40 period, will be an operating railway museum, running steam-powered excursion trains on schedule.

THE FORMER British Railways Camden steam loco *Royal Scot* No. 6100, which had been at Butlin camp, has been restored at Bressingham Steam Museum by a group under Geoff Sands. It is expected to have her back in service this season. I am proud, as a former Camden driver, to be asked to drive this engine again, writes R. J. Allen, a retired BR loco engineer, Watford, England.

SANTA MARIA R.R. 2-8-2 No. 21, Baldwin '25, was moved over the Western Pacific recently for Oroville, Calif., and a complete overhaul. Presently owned by D. B. Morgan of Greenbrae, Calif., she will operate under steam sometime in the future pulling a tourist train. No. 21 originally hauled trains eighteen miles between Guadalupe and Santa Monica; now stored.

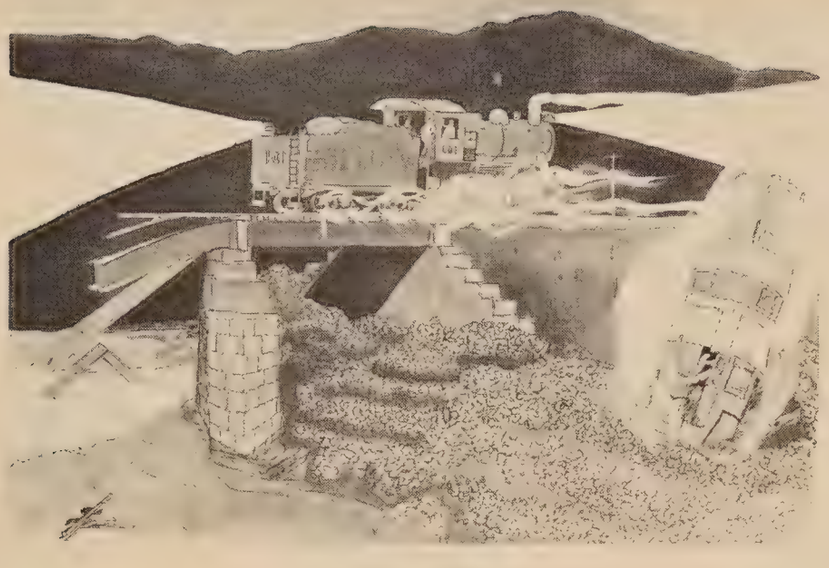
DESPITE ALL the publicity given to the demise of North Carolina's Graham County R.R. reports persist that the entire trackage and physical property and three 3-truck Shays remain.

AN EXPLOSION and fire destroyed the large enginehouse and shop buildings used by Cass Scenic R.R., Cass, W.Va., this past July 23. The shops, reported to be among the largest in the country still used exclusively for steam loco repairs, was totally destroyed along with valuable machinery. Two steam engines, in one of the buildings at the time of the fire, were hauled to safety midst falling, flaming timbers. Also saved was a cut of cars parked alongside the shops. With good luck, and no needed repairs on their steam locos, Cass will continue to operate on their original schedule.

EX-MOBILE & Ohio 2-6-0 No. 97 may still be working a tourist train in the future near Annapolis, Md. The little Baldwin Mogul was originally scheduled to leave Alabama immediately after it was withdrawn from service in August '70. However, the new owners ran into opposition with their proposed operation over the Baltimore & Annapolis R.R. and 97 was simply side-tracked. In late spring of this year, her new owners purchased a 7-mile Penn Central branch between Ocean City and Berlin, Md., and were eager to ship the Mogul on her own wheels to the new Maryland location. However, no one wanted to handle the steam loco running in this condition, except in a special movement from Tuscaloosa to Norfolk. 97 may have to be dismantled and loaded on two or more flatcars for shipment to the Delmarva Peninsula area. The new ICC-approved shortline is the Ocean City Western R.R.

Marker light being adjusted to No. 4501, ex-Southern loco, before returning to railfan train in Tenn., on May 30, 1970.

Robert L. Harvey, 3820 Skyland Drive
Kingsport, Tenn. 37664



THE ROADMASTER'S STORY

by Frank H. Spearman

Illustrated by James C. Greller

NOT OFFICIALLY; I don't pretend to say that. You might travel the West End from fresh water to salt—and we dip into both—without ever locating the Spider Water by map or by name. But if you should happen anywhere on the West End to sit among a gang of bridge carpenters or get to confidence with a bridge foreman or find the springy side of a roadmaster's heart—then you might hear about the Spider Water.

The Sioux named it, but some polytechnical idiot in Omaha dubbed it the Big Sandy; and the Big Sandy it is to this day on map and in folder, but not in the lingo of trackmen or the heart of the Sioux. Don't say Big Sandy to trackmen and hand out a cigar. It will not go. Say Spider Water without any cigar and you will get what you came for.

The Spider Water was there when we first bridged it. It is probably as old as sundown and nothing like as pretty. Its bed is full of sand burrs. Everything about the villain stream has a dilapidate, broken-down air: the very mud of the Spider Water is rusty.

So our people bridged it, and the trouble began. A number of matters bothered our pioneer managements—Indians, outlaws, cabinet officers, Congressional committees, and Wall Street magnates—but at one time or another our folks managed all of them. The only thing they couldn't manage was the Spider Water. Bridge after bridge they threw across it and into it. Year after year the Spider Water toyed with our civil engineers and our material department. One man at Omaha estimated that Spider had cost us more money than all the water courses together from the Missouri to the Sierras.

Then came to the West End a masterful boss, a Scotsman, sly and hard. Brodie was his name, an Edinburgh man with no end of degrees and master of every one. Brodie came to be superintendent of bridges on the Western Division and in charge of every water course on the plains and in the mountains. But the Spider Water took a fall even out of Brodie. It swept out a Howe truss bridge before he got his bag unpacked, and thereafter Brodie did not conceal a distinct respect for the Spider.

Brodie went at it right. He tried, not to make friends with the Spider, for nobody could do that, but to get acquainted with it. For this he went to its oldest neighbors, the Sioux. Brodie spent weeks and weeks hunting up the Spider Water, and with the Sioux he talked Spider Water and drank firewater. That was Brodie's shame, the firewater.

But he was pawky, and he chinned unceasingly with the braves and the medicine men about the uncommonly queer water that took the bridges so fast. That river, month in and month out, couldn't squeeze up liquid enough to baptize a pollywog and then, of a sudden and for a few days, would rage like the Missouri, restore to the desert its own living image, and leave our bewildered rails hung up either side in the wind.

Brodie talked cloudbursts up-country; for the floods came at times under clear skies, and the Sioux sulked in silence. He suggested an unsuspected inlet from some mountain stream which maybe sent its storm water over a low divide into the Spider, and the redmen shrugged. As a last resort and in desperation he hinted at the devil. The skeptics took a quick brace with as much as to say, now you are talking, and muttered, "Bad medicine."

Then they gave him the Indian stuff about the Spider Water. They took him away up where once a party of Pawnees had camped in the dust of the river bed to surprise the Sioux; and told Brodie how the Spider, more sudden than a buck and fleeter than a pony, had come down in the night and surprised the Pawnees—and so well that the next morning there wasn't enough material left for a scalp dance.

They took Brodie out in the ratty bed himself. When he said, "Heap dry, no water," they laughed, Indianwise, and pointed to the sand. Scooping little wells with their hands, they showed him the rising and the filling, the instant water where before was no water. And dropping into the wells some grouse feathers, they showed Brodie how the current carried them always across the well—every time, and always, Brodie noticed—southeast.

Then Brodie made tall Tim Hailey dig many holes. The Spider welled into them, and he threw in bits of notebooks and tobacco wrappers, but always they travelled southeast—always the same; and a bigger fool than Brodie could see that the water was all there, only underground.

"But when did it rise?" asked Brodie.

"When the Chinook spoke," said the Sioux.

"And why?" persisted Brodie.

"Because the Spider woke," said the Sioux.

And Brodie went out of the camp of the Sioux wondering. After that, he planned a new bridge which should stand the Chinook and the Spider and

the devil himself, medicine or no medicine. Full seven years it lasted; then the firewater spoke for the wicked Scotsman, and he himself went out into the night.

Afterward, he died, miserable wreck of a man—and of a very great man. The Spider woke and took his sturdy bridge and tied up the main line for two weeks and set us crazy, for we were already losing our grip on the California fast freight business. But at that time Tim Hailey was superintendent of bridges on the West End.

HIS FATHER was a section foreman. When Tim was a mere kid he got into Brodie's office doing errands; but whenever he saw a draftsman at work he was no good for errands. At such times he went all into a mental tangle that could be neither thrashed nor kicked out of him, though both were conscientiously tried by old man Hailey and Superintendent Brodie; and Brodie, since he could do nothing else with him, finally kicked him into learning to read—and to cipher, Brodie called it.

Then, by and by, Tim got an old table and part of a cake of India ink himself, and became a draftsman; and soon, with some cursing from Brodie and a "Luk a' that now!" from his paralyzed daddy, became chief draftsman in Brodie's office. Tim Hailey was no college man, he was a Brodie man. Single mind on single mind, concentration absolute. Mathematics, drawing, bridges, brains—that was Hailey. But no classics except Brodie, who himself was a classic.

All that Brodie knew, Hailey had from him; and where Brodie was weak, Hailey was strong, a master of himself. When Brodie shamed the image he was made in, Hailey hid the shame as best he could—though never touched or made it his own—and Brodie, who hated even himself, showed still a light in the wreck by molding Hailey to his work.

For one day, said Brodie in his heart, this boy shall be master of these bridges. When I am rot, he will be here what I ought to have been, this Irish boy, and they will say he was Brodie's man. And better than any of these doughheads they send me out, better than any of their Eastern graduates he shall be, if he was made engineer by a drunkard. And Hailey was better, far, far better than the graduates, better than Brodie—and to Hailey in due time came the need to wrestle with the Spider.

Stronger for that work than any man before or since, he was. All Brodie knew, all the Indians knew, all that a life's experience, eating, living, watching, sleeping with the big river had taught him, that Hailey knew. And when Brodie's bridge went out, Hailey was ready with a new bridge for the Spider Water which should be better than Brodie's, just as he was better than Brodie. It was to be such a bridge as Brodie's with the firewater left out. And the plans for a Howe truss, two-pier, two-abutment, three-span, pneumatic-caisson bridge to span the Big Sandy River were submitted to headquarters.

But the cost! The directors jumped up from their table when they saw the figures. We were being milked at that time, to put it bluntly, by a Wall Street clique that robbed our good road, shaved our salaries, impoverished our equipment, and cut our maintenance to the quick. They talked economy and studied piracy. In the matter of appropriations, for they were themselves, freebooters; for us they were thrifty as men of Hamelin town. When Tim Hailey demanded a thousand guilders for his Spider Water bridge, they laughed and said, "Come, take fifty." He couldn't do anything else; and so he built a fifty-guilder bridge to bar the Spider's crawl. It lasted really bet-then the average bridge, and since Hailey never could get a thousand guilders at once, he kept drawing fifty at a time and throwing them annually at the Spider.

BUT THE DREAM of his life—this we all knew, and the Sioux would have said the Spider knew—was to build a final bridge over the Spider Water, a bridge to throttle it for all time.

It was the one subject on which you could get a rise out of Hailey any time, day or night—the two-pier, two-abutment, three-span, pneumatic-caisson Spider bridge. He would talk Spider bridge to a Chinaman. His bridge foreman, Ed Peeto, a staving, big, one-eyed French Canadian, actually had but two ideas in life: one was Hailey, the other the Spider bridge. When the management changed again, when the pirates were sent out on the plank over which so many good men had walked at their command, and a great and public-spirited man took control of the system, Ed Peeto kicked at his little water spaniel in a frenzy of delight.

"Now, Sport, old boy," he exclaimed riotously, "we'll get the bridge!"

There were many long conferences at division headquarters between Bucks, the superintendent, and Callahan, his assistant, and Hailey, the superintendent of bridges; and after that Hailey went once more to general headquarters, lugging all his estimates revised and all his plans refigured. All his expense estimates outside the Spider bridge and one other point were slight, because Hailey could skin along with less money than anybody ever in charge of the bridge work. He did it by keeping everything up; not a tie, not a spike, nothing got away from him.

The new president, as befitted a very big man, was no end of a swell and he received Hailey with a considerate dignity unknown on our End. He listened carefully to the superintendent's statement of the necessities at the Big Sandy River. The amount looked large; but the argument, supported by a mass of statistics, was convincing. Three bridges in ten years, and the California fast freight business lost twice. Hailey's budget called, too, for a new bridge at the Peace River—and a good one. Give him these, he said in effect, and he would guarantee the worst stretch on the system for a lifetime against tie-up disasters.

Hailey stayed over to await the decision; but he was always in a hurry, and he haunted the general offices until the president told him he could have the money. To Hailey this meant, particularly, the bridge of his dreams. The wire flashed the word to the West End; everybody at the Wickiup was glad; but Ed Peeto burned red fire and his little dog Sport ate rattlesnakes.

The old shack of a depot building that served as division headquarters at Medicine Bend we called the Wickiup. Everybody in it was crowded for room, and Tim Hailey, whose share was what was left, had hard work to keep out of the wastebasket. But right away now it was different. Two extra offices were assigned to Hailey, and he took his place with those who sported windows and cuspidors—in a word, had departments in the service.

Old Dennis Hailey went near crazy. He resigned as section boss and took a place at smaller wages in the bridge carpenter's gang so he could work on the boy's bridge, and Ed Peeto, savage with responsibility, strutted around.

For a wonder, the bridge material came in fast, the Spider stuff first. Early in the summer Hailey, very quiet, and Peeto, very profane, with all and several, their traps and slaves and belongings, moved into construction headquarters at the Spider. Then the first airlock ever sunk west of the Missouri closed over the heads of tall Tim Hailey and big Ed Peeto. Like a swarm of ants the bridge-workers cast the refuse up out of the Spider bed. The blowpipes never slept: night and day and sand streamed from below, and Hailey's caissons, like armed cruisers, sunk foot by foot toward the rock.

By the middle of September the masonry was crowding high-water mark, and the following Saturday the excited Hailey and Peeto ran back to Medicine Bend to rest up a bit and get acquainted with their families. Peeto was so deaf he couldn't hear himself swear, and Hailey looked ragged and thin, like the old depot, but immensely happy.

SUNDAY morning counted a little even then in the mountains. It was at least a day to get your feet on the tables up in Bucks' office and loaf. Sunday mornings Bucks would get out the dainty, pearl-handled Wostenholm that Lillienfeld, the big San Francisco spirit-shipper, left annually for him at the Bend, and open the R. R. B. mail and read the news aloud for the benefit of Callahan and Hailey and such hangers-on as Peeto and an occasional stray dispatcher.

"Hello," exclaimed Bucks, chucking a nine-inch official manila under the table, "here's a general order—number fourteen—"

Bucks read out a lot of stuff that didn't touch our End, and then he reached this paragraph: " 'The Mountain and the Intermountain divisions are hereby consolidated under the name of the Mountain Division with J. F. Bucks as superintendent, headquarters at Medicine Bend, and C. T. Callahan is appointed assistant superintendent of the new division.' "

"Well, well, well," said Hailey, opening his eyes, "here's promotions right and left."

"H. P. Agnew is appointed superintendent of bridges of the new division, with headquarters at Omaha, replacing T. C. Hailey," Bucks read on, with some little surprise growing into a shock. Then he read fast, looking for some further mention of Hailey —promoted, transferred, or assigned—but there was none. Bucks threw down the order in a silence. Ed Peeto broke out first.

"Who's H. P. Agnew?"

Nobody answered: nobody knew. Ed Peeto stared at Hailey like a drunken man.

"Did you hear that?" he snorted.

Tim Hailey nodded.

"You're out!" stormed Peeto.

Hailey nodded. The bridge foreman got up and stamped across to the window.

"I'm glad we're up to high water at the Spider, Bucks," said he at last. "When they get in the Peace River work, the division will run itself for a year."

"Hailey," Bucks spoke slowly, "it's a damned shame. But nobody ever knows what Omaha will do next."

Hailey rose to his feet.

"Where you going, Tim?" asked Bucks.

"Going back to the Spider on Number Two."

"Not going back this morning—why don't you wait for Four, tonight?" suggested Bucks.

"Ed," Hailey raised his voice at the foreman, "will you get those staybolts and chuck them into the baggage car for me on Number Two? I'm going over to the house for a minute."

He forgot to answer Bucks; they knew what it meant. He was bracing himself to tell the folks before he left them. Preparing to explain why he wouldn't have the Sunday at home with the children. Preparing to tell the wife—and the old man—that he was out. Out of the railroad system he had given his life to help build up and make what it was. Out of the position he had climbed to by studying like a hermit and working like a hobo. Out—with no criticism, allegation, or reason.

NOBODY at the Wickiup wanted to hear the telling over at the cottage; nobody wanted to imagine the scene. As Number Two's mellow chime whistle rolled down the gorge, they saw Hailey coming out of his house, his wife looking after him, and two little girls tugging at his arms as he hurried along; old Dennis behind, head down, carrying the boy's shabby valise, trying to understand why the blow had fallen.

That was what Callahan up with Bucks at the window was trying to figure—what it meant.

"The man that looks to Omaha for rhyme or reason will beggar his wits, Callahan," said Bucks slowly, as he watched Ed Peeto swing the staybolts up into the car so they would crack the baggageman across the shins, and then try to get him into a fight about it.

"They never had a man—and I bar none, no, not Brodie—who could handle the mountain water like Hailey; they never will have a man—and they dump him out like a pipe of tobacco."

Callahan made no answer.

"I know why they did it," Bucks went on, "but I couldn't tell Hailey."

"Well, what was it?"

"I think I know why. Last time I was down, the president brought his name up and asked a lot of questions about where he was educated and so on. Somebody had plugged him, I could see that in two minutes. I gave him the facts—told him that Brodie had given him his education as an engineer. The minute he found out he wasn't regularly graduted, he froze up. Very polite, but he froze up. See? Experience, actual acquirements," Bucks extended his hand from his vest pocket in an odd wavy motion till it was lost at arm's length, "nothing—nothing—nothing."

As he concluded, Hailey was climbing behind his father into the smoker; Number Two pulled down the yard and out; one thing Hailey meant to make sure of—that they shouldn't beat him out of the finish of the Spider bridge as he had planned it. That was one monument Hailey meant to have—one he has.

The new superintendent of bridges took hold promptly; we knew he had been wired for long before his appointment was announced. He was a good enough fellow, I guess, but we all hated him. Bucks was civil, though, and took Agnew down to the Spider in a special car to inspect the new work and introduce him to the man whose bread and opportunity he was taking.

"I've been wanting to meet you, Mr. Hailey," said Agnew pleasantly after they had shaken hands.

Hailey looked at Agnew silently as he spoke; Bucks glared steadfastly at the grasshopper derrick.

"I've been expecting you'd be along pretty soon," replied Hailey presently. "There's considerable to look over here. After that we'll go back to Peace River canyon. We're just getting things started there: then we'll run up to the Bend and I'll turn the office over."

"No hurry about that. You've got a good deal of a bridge here, Mr. Hailey?

"You'll need a good deal of a bridge here."

"I didn't expect to find you so far along out here in the mountains. Where did you get that pneumatic process?"

It touched Hailey, the pleasant, easy way Agnew took him. The courtesy of the East against the blunt of the West. There wasn't a mean drop anywhere in Hailey's blood, and he made no trouble whatever for his successor.

AFTER he let go on the West End, tall Tim Hailey talked as if he would look up something farther east. He spoke about it to Bucks, but Bucks told him frankly he would find difficulty without a regular degree in getting a satisfactory connection. Hailey himself realized that; moreover, he seemed reluctant to quit the mountains. He acted around the cottage and the Wickiup like a man who has lost something and who seeks it abstractedly. But there were lusty little Haileys over at the cottage to be looked after, and Bucks, losing a roadmaster about that time, asked Hailey (after chewing it a long time with Callahan) to take the place himself and stay on the staff. He even went home with Hailey and argued it.

"I know it doesn't seem just right," Bucks put it, "but, Hailey, you must remember this thing at Omaha isn't going to last. They can't run a road like this with Harvard graduates and Boston typewriters. There'll be an entire new deal down there some fine day. Stay here with me, and I'll say this, Hailey, if I go, ever, you go with me."

And Hailey, sitting with his head between his hands, listening to his wife and to Bucks, said one day, "Enough"; and on the first of the month he reported for duty as roadmaster.

Agnew, meantime, had stopped all construction work that was not far advanced. The bridge at the Spider fortunately was beyond his mandate; it was finished to a rivet as Hailey had planned it. Three spans, two piers, and a pair of abutments—solid as the Tetons. But the Peace River canyon work was caught in the air. Hailey's caissons gave way to piles which pulled the cost down from $100,000 to $57,000. Incidentally, it was breathed that the day for extravagant expenditures on the West End was past.

"But if we lose just one more bridge it's good-bye and gone to the California fast freight business," muttered Callahan. "It's taken two years to get it back as it is. Did you tell the president that?" he growled at Bucks.

Bucks put out his little wave. "I told him everything. I told him we couldn't stand another tie-up. I showed them all the records. One bridge at Peace River, three at the Spider in ten years."

"What did they say?"

"Said they had entire confidence in Agnew's judgment: very eminent authority and that sort—new blood was making itself felt in every department. That, of course, was fired at me; but they heard all I intended to say, just the same. I asked the blooming board whether they wanted my resignation and"—Bucks paused to laugh silently—"the president invited me up to the Millard to dine with him. Hello, Tim Hailey!" he exclaimed as the new roadmaster walked in the door. "Happy New Year. How's your culverts, old boy? Ed Peeto said yesterday the piles were going in down at Peace River."

"Just as good as concrete as long as they stay in," smiled Hailey, "and they do cost a heap less. This is great bridge weather, and for that matter, great track weather."

WE HAD no winter that year till spring; and no spring till summer, and it was a spring of snow and a summer of water. Down below, the plains were lost in the snow after Easter, even—the snow that brought the Blackwood disaster with three engines and a rotary to the bad, not to speak of Old Man Sankey, a host in himself.

After that the snow let up. It was then no longer a matter of keeping the line clear; it was a matter of lashing the track to the right-of-way to keep it from swimming clear. Hailey had his hands full; he caught it all the while and worst than anybody, but he worked like two men, for in a pinch that was his way.

Bucks, irritable from repeated blows of fortune, leaned on the wiry roadmaster as he did on Callahan or Neighbor. Tall Tim Hailey knew that Bucks looked to him for the track, and he strained every nerve making ready for the time the mountain snows should go out.

There was nobody easy on the West End: and least of all Hailey, for that spring, ahead of the suns, ahead of the thaws, ahead of the waters, came a going-out that unsettled the oldest calculator in the Wickiup. Brodie's old friends began coming out of the upper country, out of the Spider valley. Over the Eagle pass and through the Peace canyon the Sioux journeyed in parties and camps and tribes—out and down and into the open country.

Bucks stayed them and talked with them. Talked the Great White Father and the Ghost Dance and the Bad Agent. But the Sioux grunted and did not talk; they traveled. Then Bucks spoke of good hunting, far, far south. If they were uneasy, Bucks was willing they should travel far, for it looked like a rising. Some kind of rising it must have been to take the Indians out of winter quarters at such a time.

After Bucks, Hailey tried, and the braves listened, for they knew Hailey, and when he accused them of fixing for fight they shook their heads, denied, and turned their faces to the mountains. They stretched their arms straight out under their blankets like stringers and put out their palms, downward, and muttered to Hailey, "Plenty snow."

"I reckon they're lying," said Bucks, listening. "There's some deviltry up. They're not the kind to clear out for snow."

Hailey made no comment. He only looked thoughtfully at the ponies shambling along, the squaws trudging, the braves loitering to ask after the firewater chief who slept under a cairn of stones off the right-of-way above the yard. Bucks didn't believe it. He could fancy rats deserting a sinking ship, because he had read of such things, but not Indians clearing out for snow!

"Not for snow, nor for water," muttered Bucks, "unless it's firewater." And once more the redman was misunderstood.

Now the Spider wakes regularly twice, at all other times irregularly. Once in April—that is the foothills water; once in June—that is the mountain water. Now came an April without any rise. That April nothing rose, except the snow.

"We shall get it all together," suggested Bucks one night.

"Or will it get us altogether?" asked Hailey.

"Either way," said Callahan, "it will be mostly at once."

May opened bleaker than April. Even the trackmen walked with set faces and the dirtiest halfbreed on the line knew now what the mountains held. At last, while we looked and

wondered, came a very late Chinook—July in May, and then the water.

SECTION GANGS were doubled and trackwalkers put on. Bypasses were opened, bridge crews strengthened, everything buckled for grief. Gullies began to race, culverts to choke, creeks to tumble, rivers to madden. From the Muddy to the Summit the water courses swelled and boiled—all but the Spider; the big river slept.

Through May and into June the Spider slept; but Hailey was there at the Wickiup, always, and with one eye running over all the line, one eye turned always to the Spider where two men, night and day, watched the lazy surface water trickle over and through the vagabond bed between Hailey's monumental piers. Never an hour did the operating department lose to the track. East and west of us railroads everywhere clamored in despair. The flood reached from the Rockies to the Alleghenies. Our trains never missed a trip, our schedules were unbroken, our people laughed, and we got the business, dead loads of it. Our treasury flowed over, while Hailey watched and the Spider slept.

Big Ed Peeto, still foreman of the bridges, hung on Hailey's steps and tried with his staring, swearing eye to make it all out. He tried to guess what Hailey expected to happen, for it was plain he was thinking. Whether waking or sleeping, he was thinking. And as May turned soft and hot into June, with every ditch bellying and the mountains still buried, it put us all thinking.

On the thirtieth there was trouble beyond Wild Hat. All our extra men, put out there under Hailey, were fighting to hold the Rat Valley levels where they hug the river on the west slope. It wasn't really Hailey's track. Bucks sent him over there. Sunday while Hailey was at Wild Hat it began raining. Sunday it rained. Monday it rained all through the mountains. Tuesday it was raining from Omaha to Eagle Pass, with the thermometer climbing for breath and the barometer flat as an adder—and at last the Spider woke!

Woke with the April water and the June water and the rain water all at once. Trackmen at the bridge Tuesday night flagged Number One and reported the river wild, and sheet ice running. A wire from Bucks brought Hailey out of the west and into the east; and brought him to reckon for the last time with his ancient enemy.

He was against it Wednesday morning with dynamite. All the day, the night, and the next day the sullen roar of giant powder shook the ice-jams. Two days more he spent there watching, with only an occasional thunderbolt to heave and scatter the Spider water into sudden, shivery columns of spray.

Then he wired, "ice out," and set back dragged and silent for home and for sleep—ten hours out of two hundred, maybe, was all he reckoned to the good when he struck a pillow again. Saturday night he slept and Sunday all day and Sunday night. Monday about noon Bucks sent up to ask, but Hailey was still asleep. They asked back by the lad whether they should wake him. Bucks sent word. "No."

Tuesday morning the tall roadmaster came down fresh as sunshine and all day he worked with Bucks and the dispatchers, watching the line. The Spider raced like the Missouri, and the men at the bridge sent in panic messages every night and morning.

"That bridge will go when the mountains go," was all that Hailey said.

TUESDAY was his wedding anniversary, old Dennis told Peeto. It was Hailey's wooden wedding, and when he found that everybody knew they were going to have a little spread over at the cottage, Hailey invited the boys up for the evening. Just a little celebration, Hailey said. Everybody he spoke to wrung his hand and slapped his iron shoulders till Hailey echoed good cheer through and through.

Callahan was going over; Bucks had promised to look in, and Ed Peeto and the boys had a little surprise for Hailey, had it in the dark of the baggage-room in the Wickiup, a big Morris chair. No one would ever guess how it landed at Medicine Bend, but it was easy. Ed Peeto had pulled it, badly demoralized, out of a freight wreck at the Sugar Buttes and done it over in company screws and varnish to surprise Hailey. The anniversary made it just right, very hot stuff, Ed Peeto said, and the company had undoubtedly paid a claim voucher for it—or would.

It was nine o'clock, night, and every star blinking when Hailey looked in again at the office for the trackwalkers' reports and the Railway weather bulletins. Bucks, Callahan and Peeto sat about Duffy, who in his shirt sleeves threw the stuff out off the sounder as it trickled in, dot and dash, dot and dash, over the wires. The west wire was good, but east everything below Peace River was down. We had to get the eastern reports around by Omaha and the south—a good thousand miles of loop—but bad news travels even around a Robin Hood loop.

And Wild Hat came first from the west with a stationary river and the Loup creek falling—clear—good night. Ed Peeto struck the table heavily and swore it was well in the west. Then from the east came Prairie Portage, all the way around, with a northwest rain, a rising river, and anchor ice pounding the piers badly, track in fair shape and —and—

The wire went wrong. As Duffy knit his eyes and tugged and cussed a little, the wind outside took up the message and whirled a bucket of rain against the windows. But the wires weren't right, and stuff that no man could get tumbled in like a dictionary upside down. Bucks and Callahan and Hailey and Peeto smoked, silent, and listened to the deepening drum of the rain on the roof.

Then Duffy wrestled mightily yet once more, and the long way came word of trouble in the Omaha yards with the river at twenty-two feet and cutting, rising at Bismarck one foot an hour!

"Hell to pay on the Missouri, of course," growled the foreman, staring single-eyed at the inoffensive bulletin. "Well, she don't run our way; let her boil, damn her!"

"Keep still," exclaimed Duffy, leaning heavily on the key. "Here's something—from—the Spider."

Only the hum of the rain and the nervous break of the sounder cut the smoke that curled from the pipes. Duffy snatched a pen and ran it across a clip, and Bucks, leaning over, read aloud from his shoulder:

"Omaha. J. F. Bucks.—Trainmen from Number Seventy-five stalled west of Rapid City—track afloat in Simpson's cut—report Spider bridge out, send—" And the current broke.

Callahan's hand closed rigidly over his pipe. Peeto sat speechless. Bucks read again at the broken message, but Tim Hailey sprang like a man wounded and snatched the clip from his superintendent's hand.

He stared at the running words till they burned his eyes. Then, with an oath, frightful as the thunder that broke down the mountains, he dashed

the clip to the floor. His eyes snapped greenish with fury and he cursed Omaha, cursed its messages and everything that came out of it. Slow at first, but bitter, then fast and faster until all the sting that poisoned his heart at his unjust discharge poured from his lips.

IT FLOODED the room like a spilling stream and no man put a word against it, for they knew he stood a wronged man. Out it came—all the rage—all the heart-burning—all the bitterness—and he dropped, bent, into a chair and covered his face with his hands. Only the sounder clicking iron jargon and the thunder shaking the Wickiup like a reed filled the ears about him. They watched him slowly knot his fingers and loosen them, and saw his face rise dry and hard and old out of his hands.

"Get up an engine!"

"Not—you're not going down there tonight?" stammered Bucks.

"Yes. Now. Right off, Peeto! Get out your crew!"

The foreman jumped for the door. Bucks hesitated barely an instant, then turning where he sat, cut a telephone plug into the roundhouse. Callahan saw him act and, leaning forward, spoke low to Duffy. The dispatcher snatching the trainsheet began instantly clearing track for a bridge special.

In twenty minutes twenty men were running twenty ways through the storm and a live 0-6-0 boomed under the Wickiup windows.

"Tim, I want you to be careful!" It was Bucks standing by the roadmaster's side at the window as they looked out into the storm. "It's a bad night."

Hailey made no answer.

"A wicked night," muttered Bucks as the lightning shot the yards in a blaze and a crash rolled down the gorge. But wicked as it was, he could not bring himself to countermand; something forbade it. Evans, the conductor of the special, ran in.

"Here's your orders," said Duffy.

Pulling down his storm cap, Evans nodded as he took the tissue. Hailey buttoned his leather jacket and turned to Bucks.

"Good-bye!"

"Mind your track," said Bucks warningly to Evans as he took Hailey's hand. "What's your permit?"

"Forty miles an hour."

"Don't stretch it. Good-bye Tim," he added, speaking to Hailey. "I'll see you in the morning."

"In the morning," repeated Hailey. "Good-bye. Nothing more in, Duffy?"

"Nothing more."

"Come on!" With the words he pushed the conductor through the door and was gone.

The switch engine puffed up with the caboose. Ahead of it Ed Peeto had coupled in the pile-driver. At the last minute Callahan asked to go; and as the bridge gang tumbled into the caboose, the assistant superintendent, Ed Peeto, and Hailey climbed into the engine. Denis Mullenix sat on the right and with William Durden, fireman, pulled out, five men in the cab.

FROM Medicine Bend to the Spider Water is a ninety-mile run; down the gorge, through the foothills and into the Painted Desert that fills the jaw of the spur we intersect again west of Peace River. From the Peace to the Spider the crow flies twenty miles, but we take thirty for it: there is hardly a tangent between.

Their orders set a speed limit, but from the beginning they crowded it. Hailey, moody at first, began joking and laughing the minute they got away. He sat behind Denis Mullenix on the right and poked at his ribs and taunted him with his heavy heels. After a bit he got down and threw coal for Durden, mile after mile, and crowded the boiler till the safety screamed. When Durden took the shovel, Hailey put his hand on the shoulder of Callahan, who was trying to hang to big Ed Peeto on the fireman's seat.

"Callahan," he yelled in his ear, "a man's better off—"

And Callahan, though he couldn't, in the pound and the roar, catch the words, nodded and laughed because Hailey fiercely laughed. Then, going around to the right, the roadmaster covered Denis Mullenix's finger on the throttle latch and the air with his big hands and good-naturedly coaxed them loose, pushed the engineer back and got the whip and the reins into his own keeping. It was what he wanted, for he smiled as he drew out the bar a notch and settled himself for the run across the flat country.

They were leaving the foothills. When the lightning opened the night they could see behind through the blasting rain the great hulking pile-driver nod and reel out into the Painted Desert like a drunken man, for Hailey's schedule was the wind and his limit the wide throttle.

The storm shook them with freshening fury and drove the flanges into the south rail with a grinding shriek as they sped from the shelter of the hills. Rain fell in sheets; the right-of-way ran a river. The wind, whipping the water off the ballast, dashed it like hail against the cab glass. The segment of desert, caught in the yellow of the headlight, rippled and danced and swam in the storm water as Hailey pulled again at the straining throttle and latched it wider. Callahan hung with a hand to a brace and a hand to Peeto, and every little while looked back at the caboose dancing a hornpipe over the joints. Mullenix, working the injector, stared astonished at Hailey, but Durden grimly sprinkled new blood into the white furnace and eyed his stack.

Notch after notch Hailey drew, heedless of bed or curve; heedless of track or storm; and with every spur at her cylinders the 0-6-0 engine shook like a frantic horse. Men and monster alike lost thought of care and drank a frenzy in the deafening whirl that Hailey opened across the swimming plain.

The Peace River hills loomed into the headlight like moving pictures. Before they could think it, the desert was behind. Callahan, white-faced, climbed down, and passed from hand to hand by Durden and Mullenix got his hands on Hailey's shoulders and his lips to his ear.

"For God's sake, Tim, let up!"

HAILEY nodded and choked the steam a little, threw a hatful of air on the shoes, but more as a test than a check. The fire was in his blood and he slewed into the hills with a speed unslackened. From the rocks it is a down grade all the way to the canyon, and the wind blew them, and the track pulled them and a frenzied man sat at the throttle. Just where the line crosses Peace River the track bends sharply in through the Needles to take the bridge.

The curve is a ten-degree. As they struck it, the headlight shot far out upon the river—and they in the cab knew they were dead men. Instead of lighting the box of the truss, the lamp lit a black and snaky flood sweeping over the abutment with yellow foam. The Peace had licked up Agnew's thirty-foot piles and his bridge was not.

Whatever could be done—and Hailey knew all—meant death to the

cab. Dennis Mullenix never moved; no man who knew Hailey would think of trying to supplant him even with death under the ponies. He did what a man could do. There was no chance anyway for the cab: but the caboose held twenty of his faithful men.

He checked—and with a scream from the flanges, the special, shaking in the clutches of the air-brake, swung the curve. Again, the roadmaster checked heavily. The leads of the pile-driver, swaying high above gravity center, careened for an instant wildly to the tangent. Then the monster machine, parting from the tender, took the elevation like a hurdle and shot into the trees, dragging the caboose after it. But engine and tender and five in the cab plunged head on into the Peace!

Not a man in the caboose was killed. It was as if Hailey had tempered the blow to its crew. They scrambled out of the splinters and on their feet, men and ready to do. One voice from below came to them through the storm, and they answered its calling. It was Callahan. But Durden, Mullenix, Peeto, or Hailey never called again!

At daybreak, wreckers of the West End, swarming from mountain and plain, were heading for the Peace. The McCloud gang crossed the Spider on Hailey's bridge—on the bridge the coward trainmen had reported out, quaking as they did in the storm at the Spider foaming over its approaches. But Hailey's bridge stood, has been standing ever since.

Yet three days the Spider raged, and then knew its master, while he, three whole days, sat at the bottom of the Peace clutching the engine levers in the ruins of Agnew's mistake. And when the divers got them up, Callahan and Bucks tore big Peeto's arms from his master's body and shut his staring eye and laid him at his master's side. And only the Spider ravening at Tim Hailey's caissons raged. But Hailey slept. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

HEAVY floods which damaged railroads in the East and forced the Erie Lackawanna into bankruptcy did not spare the Magee Transportation Museum at Bloomsburg, Pa. A quiet little stream, Fishing Creek, that runs past the northern side of the museum suddenly deluged the property like a junior version of the Johnstown flood, causing Ed Blossom, manager of the museum and its trolley line, to flee to higher ground.

L. P. Cummings of Lancaster, Pa., tells us that more than three feet of muddy water covered the tracks that day, June 21st, inundating the car shops and barns. Along the creek, the entire embankment and some houses were washed away. Most roadbed was badly eroded and much trackage flipped over. We don't know how long it will take Ed and helpers, working desperately hard, to complete the repairs. Mr. Magee's home in Bloomsburg also was flooded, like his downtown museum and his carpet factory, neither of which could be operated for a long period after the rampage of the flooded Fishing Creek.

Flood-damaged track of Magee Transporation Museum, Bloomsburg, Pa., last June.
Edward S. Miller, 155 Mill St., Pittston, Pa.

According to Ed, water sweeping through the exhibits destroyed nearly all the technical railway literature. A large stock of traction history books that had been kept for sale in the depot and general store also were hopelessly ruined. However, the floods wreaked little havoc on central Pennsylvania's other trolley museum—the Shade Gap Electric of Railway to Yesterday at Orbisonia, Pa.—where a small washout was soon repaired with rails and planking, we learn from Sherman Shook. A new culvert has been installed there to prevent future inundation. Elsewhere the home of Dr. Harold Cox, distinguished traction historian, at Forty Fort, Pa., suffered badly from rising water last June.

VOTERS in the six San Francisco Bay Area counties decisively rejected plans for building another bridge across the bay in June 6th primary election. This was a vote of confidence in rapid transit, including BART, and a vote against further motor traffic in the S.F. area, which seems to have begun the nationwide highway revolt some years ago with the blocking of projected freeways through San Francisco. June 6th also saw voters defeat Representative John Schmitz of Tustin, Calif., the only legislator of his state who voted against the original bill establishing Amtrak.

PITTSBURGH'S Port Authority Transit, at this writing, is in the throes

Evelyn Bridges watches Chicago trolley car 144 glide into Illinois Railway Union Museum at East Union, Illinois.
Wayne Bridges, Box 307, Delavan, Illinois 61734

Philadelphia, Pa.: looking west at 10th and Market streets on December 21, 1907. Trolley destination signs say "Market St. Ferries." We see horses and wagons, Christmas shoppers, boys in short pants, and Market Street subway construction.
Collection of Harry P. Albrecht, publisher, 40 Wilton Ave., Clifton Heights, Pa. 19018

of an official changeover. John W. Dameron, who came to PAT as executive director from St. Louis, where he had led the fight to replace every trolley line by buses, was fired abruptly by PAT. Actually, the board asked him to resign and then, rather than have him stay at PAT headquarters during the 90-day period he might have worked after the notice, paid him three months of advance salary to get him out of the way.

Also in the economy move, PAT ousted Edward Jensen from his well-paid job as customer service director and public relations manager. For years Jensen had been writing and releasing pro-bus and anti-railway material for PAT. His often-heard epihet for rail proponents was "trolley jollies." Very funny, ha! ha! We learn from Donald Slick, 101 Wilson Ave., Oil City, Pa., of Dameron's charge that PAT's operations were ridden with politics and that some board members had been exceeding their authority in certain financial deals.

Being fired suddenly embarrassed Dameron. At that time he was to have been in San Francisco giving a talk to the Institute for Rapid Transit on the subject of "Rapid Transit Progress in Pittsburgh." Instead, he had been forced to resign from PAT on grounds started by Commissioners Staicy and Foerster that he possessed "neither the skills nor the leadership qualities" to advance PAT's Skybus program. William B. Hunt, a PAT commissioner who has bitterly fought Skybus, called for a grand jury inquiry into PAT affairs and the immediate stripping of all powers from the 12-member board.

The Pittsburgh *Post-Gazette* said:

Now that they are over and he has blown the whistle on his former colleagues, a pertinent question arises: if he felt that the public's money was being misused and that his colleagues were guilty of wrong-doing, did he not as a public official have an obligation to expose them sooner to protect the public's interest?

By waiting until he was fired and then offering the excuse that he didn't speak out sooner because he would have been fired sooner, he is saying, in effect, that what his associates did was all right as long as he got his. In short, he accepts complicity.

It is very sad that a public enterprise of such importance to the people should become mired in public wrangling with ugly political overtones. Rapid transit is urgently needed to relieve traffic congestion and to curb pollution of the atmosphere. But the political atmosphere surrounding attempts to provide it has become so poisoned as to discourage hope that it will be provided any time soon.

Portland, Oregon; the lone streetcar is No. 652 on the Willamette Heights line, photographed about 40 years ago.
Collection of Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

NEW YORK CITY subways lost 61 million riders in 1971, while automobile traffic continues to increase, according to a regional planning survey. This report by the Tri-State Regional Planning Commission found all four rapid-transit systems in the region—the city's subways, the Staten Island Rapid Transit line, the Port Authority Trans-Hudson (PATH) line and the Newark subway—to have suffered defections of riders. Together, the four systems lost 62 million fares.

The number of fares collected on the city's subways, the report said, went from 1,258 billion in 1970 to 1.197 billion last year. This was one of the sharpest annual drops since the system began steadily losing passengers with the abandonment of the 5-cent fare in 1948. At its peak in the nineteen-forties the system was transporting over 2.6 billion riders a year.

DESPITE official denials, it seems likely that the Jamaica Avenue El in New York City will be torn down and replaced by buses even before the building of the new Archer Avenue subway in that area is completed. Work on this subway hasn't yet been started as we go to press.

Another New York elevated line, the ancient Third Avenue route in the Bronx, also is doomed. Mayor John V. Lindsay is on record as saying that its demolition will mean removal of "one of the cancers of the city." On July 17th he announced plans to raze the rickety subway line and provide new express bus service along the 5½-mile route.

THE RENAMED Port of New York Authority became on July first the Port Authority of New York and New Jersey. It has been a bi-state agency since 1921 but only now has a bi-state name. New York State's Legislature has rescinded the 1962 laws that permitted PA to operate the old Hudson & Manhattan Railroad under an agreement that it would never have to run additional transit lines. But New Jersey's Governor Cahill has opposed his own state's legislation to that effect on the ground that it may be illegal, since it involves the rights of PA bondholders.

Everyone wants PA to do its part in aiding mass transit. The appointment of NYCTA's William Ronan to PA's next-to-the-top job may help somewhat, but the directorship has been vacant ever since the resignation of Austin Tobin, long a foe of mass transit. When his replacement is made, we will see whether the Port Authority will change its course from a public agency interested only in profits from its tunnels, bridges, air terminals, piers and docks in the Greater New York area or will assume its *real* obligation to take over mass transit in the same locality.

STEPHEN DOBROW, president of the Committee for Better Transit,

Inc., was recently haled into criminal court in New York City as a result of a facetious leaflet which had been distributed, along with copies of his occasional publication, *Notes from Underground*. This literature criticized the new R44-type subway cars which have locked doors between cars that usually can be opened only after the train stops and an emergency box has been broken into.

The leaflet used the Metropolitan Transit Authority emblem. On this ground the Transit Authority based its legal action. But when Dobrow apologized, MTA dropped the forgery charge. We understand that an injunction is in force against further use of the MTA insigne on leaflets issued by Dobrow or the Committee for Better Transit.

In foreground we see what may be an experimental trolley at Phila. repair shops.
Photograph by Robert Kernish (see his letter)

PHILADELPHIA'S Broad Street subway, particularly its stations, is probably the world's ugliest example of graffiti defacement in the entire field of mass transportation. But Earl T. Ireton, an official of the Boeing Company's Vertol Division, said the other day that he had no qualms about sending two new subway cars into the land of the graffiti artist.

"If you give the people something decent, they'll tend to keep it that way," Ireton added. "You give them junk and they'll make it junk."

Ireton, engineering director for Vertol's surface transportation systems division, made the comments as the company unveiled a model of a sleek, new subway car to be tested on the Broad Street subway next spring.

He said it represents the very latest in transit technology and will be the first new equipment to grace Philadelphia's old Broad Street subway since the 1930's.

Vertol designed the car under a $10.5-million contract from the U.S. Department of Transportation's Urban Mass Transportation Administration. Two prototypes of the "state-of-the-art" cars, as they are known in the industry, will be built for testing in Philadelphia, New York City, Cleveland, Chicago, and Boston.

Ireton said that in Philadelphia the new cars would run for two months between Fern Rock and Veterans Stadium. Their purpose is to get public reaction to the cars and test the maintenance needs.

These 75-foot cars feature air-conditioning, bright interior colors, upholstered seats, and wall-to-wall carpeting. The ride will be relatively soundproof, and the braking smoother than other cars now in operation. The cars will have a big front window for the operator and "vista-type" open windows for the passengers. There will be seating for 72 passengers and each car will have a "crush-load" capacity of 800.

The cars were tested this past September at the U.S. Transportation Department's high-speed test center at Pueblo, Colorado.

"Last summer," writes Robert Kernish, 8514 Verree Rd., Philadelphia, Pa. 19111, "I photographed what looked like an experimental air-conditioned trolley car at the Philadelphia repair shops attached to SEPTA's headquarters building on Wyoming Avenue. Unlike the city's other trolleys, which are still PTC green-maroon-and-cream, this equipment was painted in SEPTA gold-brown and white, with a brown trolley pole. Quite handsome! The next day, I drove out to Trolley Valhalla in Tansboro, N.J., to take more pictures. Almost all of the equipment was in poor shape, on a strip of land next to a smelly horse paddock. What I saw there saddened me."

ONE of this department's longtime friends, George Krambles, the Chicago Transit Authority's superintendent of research and planning since 1945, has been given a well-earned promotion. He is now CTA operating manager, with authority over the transportation, shops, and equipment departments, effective July first. Congratulations, George!

As a traction fan and historian he is well known to our readers, having been a traction enthusiast since the mid-1930's and active in the Central Electric Railfans Association since its inception in 1938. A year prior to that, he hired out to the Chicago Rapid Transit Co., predecessor of the CTA, and in 1937 he also worked briefly for the Indiana Railroad, an interurban line.

Shortly after CTA became an operating company, George was assigned to the planning department to work on integration of surface and rapid transit services and on development of an operation control system for instantaneous regulation of rapid transit. In 1961 he became superintendent of operations for the transportation department. In addition, in 1964 he was named manager for the Skokie Swift mass transportation demonstration grant project.

Effective July 30th, by action of the CTA board, the fares were changed for 20,000 riders of the Evanston and Skokie Swift trains and the Skokie bus. They pay more going into Chicago but less on the return trip. Round trip fares remain as they had been.

The purpose, board chairman Michael Cafferty said, is to clear the Howard Street platform of congestion caused by passengers in line at fare booths to pay extra charges for transferring outbound to the Evanston shuttle and Skokie Swift trains. The fare booths have been removed.

Cafferty directed the CTA staff to advertise for bids on 100 new wide-windowed, silver-sided, air-conditioned, rapid-transit cars. He expected five manufacturers to offer bids. The order calls for delivery of four prototype cars within four months for testing and all 100 within 23 months. Cost is estimated at $20 million.

The board also authorized negotiations for purchase from Chrysler Corp. a triangular-shaped piece of land in Evanston. It will be used, along with adjoining property owned by the

CTA, for a new rapid transit maintenance building to replace one in Chicago.

CLEVELAND Transit System is considering the fencing-in of all its 99 overhead bridges that span its right-of-way from Windermere station in East Cleveland to Cleveland Hopkins Airport at the other end of the line, reports Al Kleinsmith, 1378 Brookline Rd., Cleveland, Ohio 44121. It would cost an estimated $55,000 to screen the bridges which carry streets or footpaths across the tracks.

Board chairman Nicholas A. Bucur says security on the bridges is the responsibility of Cleveland police, but police often arrive after vandals have fled. The menace is caused mostly by dim-witted youngsters throwing debris from the overpasses. Donald F. Valtman, CTS operations manager, says CTS has had "little success" with a plan to hold parents responsible for the destruction, primarily because the vandals usually evade capture.

Also in the Cleveland area, Shaker Heights Rapid Transit has been brought into Ohio Supreme Court for its long-standing policy not to carry political advertisements in its rapid transit cars. State Representative Harry J. Lehman sought to place ads in the cars in a recent election campaign but was refused by Metromedia, Inc., the advertising agent for SHRT. He now asks the court to compel acceptance of such ads on the basis that his constitutional rights of free speech and equal protection were violated. The lower court refused, and its decision subsequently was affirmed in an appellate court.

Rubber-Wheeled Subway

FRENCH subway builders, who rode to the top of the international urban transit market in the last decade, are beginning to lose their headway, *Business Week* reports.

The French were the first to hitch on to the boom in subway construction around the world as population exploded in one city after another. They owed their early lead to aggressive marketing, a turnkey package of sophisticated engineering and flexible financing, and the unique system of quiet, rubber-tired subway trains that has been impressing visitors to Paris.

This combination proved irresistible throughout the 1960's. "Up to now nobody else has really seen the potential in this field," boasts Raymond Arasse, secretary general of the Regie Autonome de Transports Parisiens (RATP), the Paris transit authority.

The French won contracts in Montreal in 1964 ($25 million), Mexico City in 1967 ($400 million), and Santiago, Chile, in 1970 ($350 million). But Santiago was the last big win, and the French monopoly may be broken.

In a sense, the very virtues of the French selling effort have turned to defects. The rubber-tired cars have run into heavy criticism on both economic and technological ground. What's more, growing nationalistic sentiment has fueled resistance to the usual French formula of complete control of projects from feasibility study to equipment delivery. Competitors are capitalizing on such dissatisfactions.

When RATP engineers study a city, such as Santiago, they invariably recommend a rubber-wheeled subway system suspiciously like that of Paris Metro. And the sole suppliers of rubber-wheeled subway equipment happen to be French companies. More and more, however, rubber wheels are falling into disfavor with municipal transit authorities. The high-friction wheels, for example, require 20 percent more power than conventional steel wheels on steel rails.

DC&P trolley 18, last car with Had Taylor trucks, a mail run at Englewood, Ohio.
Illustration from the second book reviewed below

New Electric Publications

TM; The Milwaukee Electric Railway & Light Company, by Joseph M. Canfield, produced as Bulletin 112 of the Central Electric Railfans Association, has 563 pages, 8½x11", with hard cover binding, and may be had for $20 from CERA, P.O. Box 503, Chicago, Ill. 60690.

Milwaukee Electric wasn't the biggest traction line in history, but this book is by far the biggest we've ever seen covering any single line. It results from the joint efforts of many traction fans in the Midwest, particularly CERA members. Included are photos, maps, drawings, and reproductions of other memorabilia of TMERL from its beginning as a horsecar line in 1860 to the end of interurbans in 1951 and the last city cars in 1958. There are 16 pages in full color, 30 pages of maps, 17 pages of car plans, and over 900 illustrations!

Along with all the photos—far more than were really needed for such a book—are the company's history and the detailed story of its various railway routes; but you have to make your way through so much pictorial material to follow the text. Perhaps this is good, keeping up the interest in a giant-size book of 563 pages. Some day there may be another TMERAL book, but if so it would be useless after this one.

The Dayton, Covington & Piqua Traction Co., by William R. Gordon and Richard M. Wagner, has 52 pages, 8½x11", with soft cover and stapled binding, and sells at $3.75 from Wagner Car Co., 59 Euclid Ave., Cincinnati, Ohio. 45215. The DC&P was a relatively obscure interurban in western Ohio, close to the Dayton & Troy and the Ohio Electric Railway, but was operated as a separate unit from 1902 to 1926 and was abandoned many years before the rest of the Ohio interurbans. Bill Gordon worked as a conductor on this line in 1919, so he writes in part from first-hand experience.

Always a Tram in Sight, a picture history of Blackpool's trams, by Jeffrey Mackenzie, has 60 pages, 6x9", with soft cover and stapled binding, and costs 40 pence (British currency) from L.R.T.L. Publications, 130 Coombe Lane, Croydon CRO 5RF, England. The tramway system at Blackpool, England, was electrified in 1885 and, except for the Isle of Mainline, is Britain's last tramway. Besides its short history of the Blackpool line, this book depicts the various types of tramcars that ran in Blackpool, especially in later years when many decorated and illuminated tramcars were built.

The Sound of Streetcars, a new 33⅓ LP recording, features the PCC's and Peter Witts recorded on Toronto lines in September, 1962. The PCC's come out fairly well, but the sounds of the older Peter Witt cars are far more nostalgic. The two-sided disc may be had for $5.45 from HRN Productions, 6 Colborne St., Toronto 1, Ont., Canada.

Jigsaw puzzles containing 500 pieces in full color, 16x20", come in two schemes, one covering the *New York City subway system* and the other the *Paris Metro*. Both are available from the Council of Better Transit Organizations, P.O. Box 42, Brooklyn, N.Y. 11210, at $3.95 each or both for $7.50. All profits go toward defraying costs of the producer, Council of Better Transit Organizations.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***What does the railroad term "30" indicate?***

For many years telegraph operators have used "30" to indicate the end of a message. It seems to have originated in newspaper offices, where reporters sometimes dashed off three "X's" to indicate the end of their stories. Since the Roman numeral for ten is an "X" and three of them could be translated "30," some bright fellow hit upon the idea of using that number instead of the letters. Newspaper and press association telegraphers adopted the idea, and it promptly spread to the railroad offices. At least, that's the way we heard it.

2 ***Information, please, on the New York & Oswego Midland Railroad.***

The NY&OM was organized in 1866, opened in 1871-'73. In 1882 it built the line from Weehawken to Middletown for the newly-formed New York, West Shore & Buffalo, and then rented that portion of track. The road went bankrupt in 1873, whereupon its Western Division became known as the Ithaca, Auburn & Western and the rest of it the New York, Ontario & Western.

3 ***When was the first Rock Island Golden State Limited inaugurated?***

Out of Chicago on Nov. 2, 1902. The crew for the initial run was picked, as no seniority rule was in effect at the time. The first train left the Grand Central Station because La Salle Street Station was still under construction.

4 ***Where was the main line of the old Grand Trunk and how many miles did the road own?***

The major Grand Trunk operation was between Montreal, Que., and Sarnia, Ont.; Montreal and Portland, Me., and Buffalo and Detroit; but its other lines comprised the greater part of its mileage. It also controlled the Grand Trunk Western, whose main line still runs between Port Huron and Chicago, with branches to Detroit, Grand Haven, and Muskegon. Various car ferry routes also were under the GT aegis. The Grand Trunk, including GTW, was taken over and operated by the Canadian National in 1920, at which time the GT owned 4,000 miles of line, not including the GTW or Grand Trunk Pacific.

5 ***When was the first compound loco built and put into service?***

Anatole Mallet, for whom the Mallet type was named, patented one in 1874 and built her shortly afterwards. Probably Robert Stephenson experimented with compound engines before that, and he may have constructed one previously. We know that a three-cylinder compound was built by F.W. Webb of the London & North Western in 1878. The type did not appear in America until 1889, when both Baldwin (with the Vauclain Compound) and Schenectady (with the cross compound) introduced it on a wide scale.

6 ***Was there ever a California Central Railroad?***

Yes, indeed. It was incorporated in 1912 to build from Hollister to San Juan and from Chittenden to Watsonville, Calif., a total of 23 miles. However, only the ten miles from San Juan Jct. to Chittenden were opened. Controlled by the Pacific Portland Cement Co., it had one leased loco and was discontinued in 1933.

7 ***What is an "armstrong" turntable?***

A hand-operated turntable. The engine is spotted on the center of the table, which the crew then pushes around by means of long wooden or iron levers. This type used to be very common but is now obsolete.

8 ***Words to "Down at the Beanery."***

Here it is, by "Boomer" Wilson.

To the old beanery shack by the railroad track
Where the railroadin' brotherhood eat,
You'll always come back to hear a wisecrack,
Or sometimes an old crony meet.
Where the jolly old host, once a rail named Fattie,
With ready nod and welcome mitt,
Greets High-Daddy Sam or young boomer Jackie;
Ask, "What will you have and where will you sit?"

On cold stormy nights we don't give a hoot;
Around the old stove, our feet on the stack,
The callboy burns a hole in his boot,
Calling, "Casey Jones on Number 2 track!"
A railroadin' rhyme, a yarn or a story;
The night wears on with laughter and song,
We're happy together, we're all in our glory.
The eats are good and our appetite long.

So here's to the brotherhood of railroadin' men.
The storm may roar and rumble and clatter,
We're happy together, like cubs in a den;
We're down at the beanery, so what does it matter?

9 ***(a) What happens to a right-of-way when the line is abandoned and (b) what permits are necessary before a railroad can be placed in operation?***

(a) If the tracks are pulled up, the land usually reverts to the adjacent property owners; if left there, it still belongs to the railroad.

(b) No federal permission is necessary to operate a private railroad that does not cross state boundaries. However, certain local and state laws—such as zoning laws, etc.—might enter the picture. To operate a common carrier—that is, one for the public use at fixed rates—the owners or managers would have to apply for ICC permission.

10 ***How did the Nickel Plate Road get its name?***

One story has the cost of building the New York, Chicago & St. Louis so high that the editor of the Norwalk, Ohio, *Chronicle* characterized the road as "nickel-plated." Another version of the name is based on the initials NYC(St.)L, which roughly spell "Nickel."

11 ***Any truth to the statement that Virginian Railroad's huge electrics, operating in the Allegheny Mts. during the 1930's, took trains downhill without brakes?***

Correct. One loco, in mind, was the class EL3A triple-unit electric, which when it ran as a single engine was the world's heaviest and most powerful loco, weighing 1,282,380 lbs. and exerting a theoretical starting tractive force of 231,000 lbs.

These engines hauled great drags of coal from Mullens, W. Va., to Roanoke, Va., up and down grades of 1.5 and 2 percent, with what is known as regenerative braking. This simply means that when the train is going downhill the motors act as dynamos. Propelled by the weight of the train behind, they generate electricity and deliver power back into the overhead wires instead of dissipating it as heat in the brakeshoes. Braking thus was generally unnecessary, the resistance of the motors being great enough to keep the train down to the proper speed. Regeneration was a feature in most electric locos in territory where heavy grades were encountered.

12 ***What happened to the Louisiana Railroad & Navigation Co.?***

It was incorporated in 1903 to succeed the old Shreveport & Red River Valley Ry. The line from New Orleans to Shreveport was put into operation in 1907; and by 1918 it had 45 locos and 1,433 cars. It was leased in 1929 to the Louisiana & Arkansas for 999 years.

Running Extra

Enjoyed your recent mention of Great Northern's *Oriental Limited*. As a high school kid, I rode the *Oriental* from Seattle and Scenic (Hot Springs) to Toboggan, and later to Tye (known as Wellington until after the snow-slide disaster). At Scenic the former Hot Springs Hotel was used as construction headquarters during the building of the west portal of the 7.8 mile Cascade Tunnel. When the tunnel was finished the building was torn down.

At Tye, the west end of the old 3-mile Cascade Tunnel, I rode the BN's box-cab 600 volt 3-phase trolley locos. Four of these pulled freight trains through the tunnel uphill to the east portal. Westbound steam trains coasted downhill. The old tunnel was later electrified at 11,000 volt single-phase trolley between Skykomish and Nenatchee, before the new tunnel was built. Upon completion, about 30 miles of old electrified line, between Scenic and Leavenworth, was abandoned and removed. With the arrival of diesels, ventilating fans were installed at the east end, and electrification was abandoned.—Walter S. Gordon, 260 S. Fifth St., Tacoma, Wash. 98402.

What type of motive power did the Pennsy use in the last year (1955) of its Washington, D.C., to Rochester, N.Y., run? Also what kind of power did New York Central use on the Falls (1957) and Auburn branches (1958)? P.J. Templeton, P.O. Box 111, Mendon, N.Y. 14506.

What is the present status of the merger of the Rock Island with the Union Pacific, SP, D&RGW, etc.? I recently noticed a RI caboose on a freight train at Wichita stenciled: "Union Pacific Railroad Company, Inc., Lessee." Is the merger further down the road than the public has been led to believe?—Rev. Giles E. Stagner, Mulvane United Methodist Church, Main and Central Streets, Mulvane, Kan. 67110.

A narrow-gage 2-6-2 (Baldwin, March, 1912) is running on a short tourist line six miles south of Bognell dam, Lake of the Ozarks, in central Missouri on Highway 54. Can anyone tell me her history?—R.E. Anton, 700 E. Broadway, Sedalia, Mo. 65301.

I am an ex-Penn Central block operator, recently retired on disability and collect employees timetables. My collection now covers 131 railroads. Interested in getting Seaboard Coast Line Waycross & Jacksonville Div. timetables.—Howard Perrine, 1005 9th Ave., New Brighton, Pa. 15066.

Referring to recent query on LNER 9227, this loco saw service at a number of depots in Scotland, ending her days at St. Margarets (Edinburgh). She was scrapped in Oct. 1962 as BR69224, having previously been LNER 9224. The last of her class, 69178, was withdrawn in 1962 at a time when steam had just about ended in Scotland.—A.J. Barber, 8385 116th St., (6L) Richmond Hill, N.Y. 11418.

I want a short history of *The Rapid,* built for the Chicago, St. Paul & Fond du Lac R.R. by the Boston Locomotive Works in 1856.—Robert L. Gould, Jr., 1745 Arbor St., Wickliffe, Ohio 44092.

How many railroads still use Morse, and where? The Soo, Milwaukee, and Chicago & North Western used it in northern Wisconsin and Michigan at least as late as 1970.—J. Andrews, 210 Broadway, De Pere, Wis. 54115.

A recent issue of *Railroad* had a picture of a Pennsy D-16 (4-4-0) at speed in 1898 on the New York to Washington run. This loco was remarkable in that she was small in every way except her driving wheels, 80 inches. She weighed only 70 tons, had a small firebox and grates, low boiler pressure, low tractive power, and small cylinders. —Frank Geiger, 10 Farrington St., West Caldwell, N.J. 07006.

Were the towns of Opheim named after a railroad man? If so, what was he noted for? My *Official Guide* lists an Opheim in Montana and Illinois.—Hargis Westerfield, 713-15 W. 25, Kearney, Neb. 68847.

Any facts available on the Detroit, Bay City & Western? I travelled on this line in the late 1920's from Port Huron to Caro and think it was narrow-gage.—M.N.W. Robertson, 39 King St. West, Buford, Ont., Canada.

Railroad recently showed Baltimore & Ohio electric No. 1 pulling a train out of a Baltimore tunnel. The GE No. 1, built in 1896, was equipped with a steam loco whistle and headlight. Was it a general practice to equip these early electrics that way?—Wm. H. Thomson, 200 Palm Ave., Millbrae, Calif. 94030.

Looking for info. on Litchfield & Western Carrollton R.R. in Illinois.—Wilbur Saxby, P.O. Box 334, Litchfield, Ill. 62056.

I remember reading about a train robbery where bandits uncoupled the loco from train, ran her into a tunnel, and then dynamited both ends of the tunnel, sealing the engine inside. Did this actually happen? Details, please.—Vernon Cornell, Ninde, Va. 22526. (*Editor's note*: that must have been a movie.)

I noted a recent mention in *Railroad* of builders of small steam locos. An English concern builds both American and British types. They even offer to turn out a UP "Big Boy." As these engines are custom-built, they obviously are not cheap, but for anyone who has the money this company should be considered.—Fred Hicks, Rts. 4, Box 213, Eugene, Ore. 97405.

Railroad indicates that loco No. 208 is owned by the ET&WNC R.R. That was true at one time, but the 208 is once again the property of Southern Railway as their No. 722. A year ago, I rode behind her on an excursion train from Birmingham to Selma, Ala.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

I have switch keys from KC&NW and BCR&N railroads. Which roads were they and where did they run?—Ronald Wilson, 619 East Ave., Hutchinson, Kan. 67501.

In regard to query in April '72 issue concerning the SLK&NW, a St. Louis, Keokuk & Northwestern operated in Missouri between 1882 and '88, maybe longer.—Steve Squibb, Rte. 2, Box 208, Bolivar, Mo. 65613.

Some time after the Cincinnati, Atlantic & Columbus was reorganized or sold, it became the Kingston & Adelphi R.R. There is a mystery here though. An 1889 *Statistics of Railways* listed it under that name. *Ohio Statistics*, issued by Ohio's secretary of state, listed it as the Karshner R.R. from 1888 until it was taken over by the Marietta, Hocking & Northern R.R., incorporated in 1890.—Eldon Neff, 1515 Maryland Ave., Springfield, Ohio 45505.

Was New York Central Mohawk 4-8-2 No. 2933, considered as a possibility to pull *The Golden Spike Centennial Limited?* In the early 1960's I saw a photo of this loco, standing with an older engine and awaiting transfer to some museum. She looked freshly shopped.—Bob Wilmer (no address).

I want the addresses of major European railroads and Wagon-Lits Co.—A.L. Dominy, Chaplain, Naval Construction Battalion Center, Port Hueneme, Calif. 93043. ●

Idaho Short Lines

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Camas Prairie Railroad (owns no locomotives)								
Nezperce Railroad								
11	250	Plymouth	ML8	B	17,500	70,000	1936	1
12	190	Plymouth	MLC	B	17,500	70,000	1939	1
?	380	GE	44 ton	B-B	22,000	88,000	1944	5
?	380	GE	44 ton	B-B	22,000	88,000	1944	6
?	380	GE	44 ton	B-B	22,000	88,000	1944	7
Spokane International Railroad								
200-205	1000	Alco-GE	RS-1	B-B	62,250	249,000	1949	2
206-208	1000	Alco-GE	RS-1	B-B	61,850	247,400	1949	2
209-211	1000	Alco-GE	RS-1	B-B	61,225	244,900	1953	2
1211-1216	1000	Alco-GE	RS-1	B-B	62,250	249,000	1949	2
1217-1219	1000	Alco-GE	RS-1	B-B	61,850	247,400	1949	2
1220-1222	1000	Alco-GE	RS-1	B-B	61,225	244,900	1953	2
Washington, Idaho & Montana Railway								
30	660	Alco-GE	S3	B-B	58,920	196,400	1950	3
66	660	Alco	HH 660	B-B	?	?	1939	4

Roster was compiled from data supplied by UP's general superintendent of motive power and machinery, SI's general manager, and WP's superintendent of equipment. It is accurate as of the second quarter, 1972. For the purpose of our rosters, a short line is defined as a common carrier railroad listed in either the Official Guide, the Pocket List of Railroad Officials, or both, which has a route length of less than 400 miles.

Abbreviations used: HP, horsepower; GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.; Alco, American Locomotive Co.; Wheel Arngt., wheel arrangement. Weight and tractive effort in pounds.

(1) Nezperce 11 is ex-Ohio & Morenci ?. Nezperce 12 is ex-Detroit Harbor Terminal 17.

(2) SI 200-211 were renumbered SI 1211-1222 (1962). The following units were sold to GM-EMD: 1211 (5/2/69), 1212 (11/17/69), 1213 (10/9/69), 1214 (11/20/69), 1215 (4/24/69), 1217 (11/24/69), 1219 (7/1/69), 1220 (11/17/69), 1221 (8/5/69), 1222 (11/28/69). SI 1216, 1218 were sold to Chrome Crankshaft (12/17/69). 1216 was then sold to Tidewater Southern, renumbered 747. 1218 was then sold to Oakland Terminal, which traded it to the TS, where it became TS 746.

(3) WI&M 30 was sold to Tacoma Municipal Belt, renumbered 907.

(4) WI&M 66 was originally Minneapolis & St. Louis D939, then M&SL 66, then WI&M 66. Its disposition is unknown to us.

(5) Nezperce ? was originally U.S. Army 7925. then Nezperce ?.

(6) Nezperce ? was originally USA 8560, then Nezperce ?.

(7) Nezperce ? was originally USA 8573, then Nezperce ?. ●

Coming Events

Oct. 7: fall foliage Strasburg R.R. trip, Dutch dinner, lv. and return, New York City; NY Chapt., R&LHS. Geo. Basch, trip chairman, 85-35 143rd St., Jamaica, N.Y. 11435.

Oct. 7: Sheffield to Huntsville, Ala., round trip behind ex-Mississippian 2-8-0. North Alabama RR. Club, Box 4163, Huntsville, Ala. 35803.

Oct. 8: fall leaves trip, Hagerstown, Md., to Elkins, W. Va., lv. Hagerstown 8 a.m., return 10:15 p.m., Western Md. Railway Hist. Society & Railroad Passenger Cars, Inc. Tickets at any WM agent's office.

Oct. 14. 15: fall leaf excur. behind 4501 over Cumberland Plateau, Chattanooga, to Crossville; lv. 8 a.m., return 7 p.m.; adults $12.95, kids $7.95. Tenn. Valley RR. Museum. Box 44, Chattanooga. Tenn. 37401.

Oct. 14: rail trip, Boston to New London via B&M, CV; Budd cars. Write Joe Lajoie, trip chairman, RRE, Box 136RS, Ward Hill, Mass. 01830.

Oct. 14, 15: autumn leaves Cannonball. Spartanburg, S.C., Erwin, Tenn., on the Clinchfield. Triple-headed steam-diesel; reserved seats, club-lounge, $15 each day. Write Cannonball Excursions, Box 1443. Augusta, Ga. 30903.

Oct. 29: autumn leaves special, lv. Spartanburg, S.C., at 8:30 a.m. for Erwin, Tenn., return about 7 p.m., steam-powered Clinchfield loco. Write John Miller, Rm. 815. Montgomery Bldg., Spartanburg, S.C. 29301.

Nov. 4: annual ry. and historical film festival, beginning 8 p.m., Kaiser Auditorium, Lake Shore Dr., Oakland, Calif. Tickets from Don Olsen, 157 Alpine Terr., San Francisco, Calif. 94117.

Nov. 3-18: eleventh Canyon Wonderland Rail Tour on scenic Chihuahua al Pacifico Ry., Wampler Tours, Box 45, Berkley, Calif. 94701.

Nov. 11: Portland perambulation, tour Portland, Maine, rail facilities. Frank Kyper, trip chairman, Box 136, Ward Hill, Mass. 01830.

Dec. 3: Yuletide Special, six hour excur. over Shaker Heights R.T.; adults $5.75, kids $3.75. Write Lake Shore Ry. Hist. Society, 5808 Georgetown Dr., Erie, Pa. 16509. ●

C&NW Roster Revision

Numerous typesetters' errors were made in our Chicago & North Western Railway roster (Sept. issue). Readers are urged to make the following corrections to their copies of the roster:

Units 101D-103D are F3B's, not F7B's. Notes 32 and 89 apply to units 231 (1st). Notes 32 and 33 apply to unit 232 (1st). Notes 32 and 55 apply to unit 233 (1st.) Units 201 (3rd) and 202 have a tractive effort of 58,225 lbs., weigh 232,900 lbs., and were built in 1947.

Remove "C&NW" from the group 902-903 (1st). Also remove from this group Note 52 and references to these units being built by Alco-GE, having 1800 hp, being R-11's with B-B wheel arrangements, having a tractive effort of 61,800 lbs., and a weight of 247,200 lbs., and being built in 1962.

904 (1st) is an 1800-hp Alco Pr. RS-11 with a B-B wheel arrangement, a tractive effort of 61,800 lbs., and a weight of 247,200 lbs., and was built in 1962, note 52, and not as printed.

905 (1st) is a 1600.hp Alco-GE model RS-3 with a B-B wheel arrangement, a tractive effort of 61,575 lbs., and a weight of 246,300 lbs. and was built in 1952. Note 39 applies.

Before 901 (3rd) in second column the letters C&NW should be placed. 901 (3rd), 902-905 (2nd), and 906-920 are 3600-hp GM-EMD SD-45's with C-C wheel arangements, tractive effort of 96,475 lbs., and 385,900 lbs. weight. These units were built in 1967. Note 53 applies.

Place a semicolon after the numbers 1018-1020 in second column. 1067 (2nd) has a weight of 240,000 lbs. 1083-1087 (1st) were originally C&NW 1083-1087 (1st).

4051B-4054B were originally C&NW 5401B,C-5402B.C with 1350 hp. They were built in 1945 by GM-EMD as model FTB with a B-B wheel arrangement, a tractive effort of 61,000 lbs., and a weight of 244,000 lbs. Notes 49 and 73 apply.

4055B was originally C&NW 4055B with 1500 hp. It was built in 1947 by GM-EMD as an F3B with a B-B wheel arrangement, a tractive effort of 58,500 lbs., and a weight of 234,000 lbs. Note 72 applies.

4056B-4063B, 4065B-4066B were originally C&NW 4056B-4063B, 4065B-4066B with 1500 hp. Built in 1947 by GM-EMD as F3B's with a B-B wheel arrangement, a tractive effort of 58,500 lbs., a weight of 231,000 lbs. Note 72 applies.

Units still on the roster should include 411-413 (2nd) instead af 441-413 (2nd). 4075A, C-4076A, C, and 4084A, C-4085A, C, and not as printed.

Note 38 should read: 300; 301 (2nd) were originally M&SL 852, 952; then M&SL 300-301; then C&NW 300; 301 (2nd); then rebuilt by C&NW to C&NW 6620-6621 (1971).

Note 48 should read: 1629; 1654; 4068C; 4074C; 4088C; 4089A, C; 4090A, C; 4092C; 4094A, C; 4095A-4096A; 4097A, 4098A,C; 4101A, C-4102A, C (1st); 703 traded to GM-EMD for 844-866 (1965).

Note 51 should read: 4103A (1st), 4103B-4104B, 4104A were originally Alco-GE demonstrators 1603A, B, C, D; then C&NW 4103A (1st), 4103B-4104B, and 4104A (1951); then traded to Alco for 900; 901 (2nd); 902, 903 (1st) (1962); then traded to Alco Pr. for 401-404 (3rd) (1966). Ex-C&NW 902 (1st) and 903 (1st) were sold to the Green Bay & Western, renumbered 316-317 (1968). Ex-C&NW 900; 901 (2nd) were sold to Precision Engineering, renumbered 900-901.

Note 53 should read: 57 (1st); 91-92, 206 (1st); 1004; 1010, 1015 (1st); 1033; 1081, 1203 (1st); 1228; 1233; 1247; 1250-1251; 1255; 1256; 1258; 1265; 4081A traded to GM-EMD for 901 (3rd), 902-905 (2nd), 906-920 (1967).

Note 54 should read: 207, 212, 214, 223, 228 (1st); 1035; 1083 (1st) traded to GE for 930-936 (1968).

Note 55 should read: 33; 36; 40-41; 90; 168-169; 210-211, 221-222, 225, 229, 233 (1st); 1008; 1013; 1027; 1029-1031; 1036; 1058; 1062-1063; 1066; 1082; 1086 (1st); 1090; 1209 (2nd); 1248; 1257; 1263; 1267; 1510 1512; 1610-1611; 1671; 5012A; 5017A; 5018B trade to GM-EMD for 937-977 (1969).

Note 57 should read: 1012; 1015 (2nd) renumbered 1084-1085 (2nd) (1971).

Note 58 should read: 100 (1st); 1018-1020; 1021 (1st); 1022 traded to GM-EMD for 310-315 (1st).

Note 88 should read: 1025; 1226; 1234; 1604; 5010B; 5011A; 5016B; 1006; 1014 (1st); 1026; 1032; 5010B retired (1963-1964).

Note 89 should read: 69 retired (1967). 172; 230-231 (1st); 1069; 1211 (1st); 1672; 5018A retired (1969).

Note 90 should read: 50; 103D; 105D-106D; 112B; 115D; 116E; 162; 406 (3rd); 1615; 1622; 1687 sold to Precision Engineering (1969) and were scrapped.

Note 92 should read: 34-35; 37; 93; 215 (1st); 106A; 1009; 1014 (2nd); 1028; 1087 (1st); 1114; 1121; 1208 (1st); 1511; 1612; 1673; 1712; 5015B; 5016A;5019A retired (1970).

Note 93 should read 91 (3rd); 150; 1034; 1077-1080; 1084 (1st); 1085 (1st); 1088-1089; 1094-1095; 1115; 1212 (1st); 1225; 1252; 1262; 1514; 1614; 1647; 166g; 5012B; 5013A, B; 5015A; 5020A retired (1971).—Sy Reich. ●

Switchman in the Chesapeake & Ohio yard at Grand Rapids, Michigan, glances around to admire handsome diesel locomotive.
Photograph by Tom Hollyman, a Chesapeake & Ohio employe

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

NONE of Chessie's kittens ever got better care than the 2,156 motive-power bread-winners of the C&O/B&O diesel locomotive fleet. The locos undergo as rigorous maintenance checks as jet aircraft, according to an article in *Chessie News*, employee newspaper of the Chesapeake & Ohio and affiliated Baltimore & Ohio.

"Just how closely these units are watched can be judged by the fact that early every morning, seven days a week, representatives of every facility on the system hookup by phone for a 30-minute conference," said William F. Dadd, C&O/B&O's chief mechanical officer-locomotives, at Huntington, W. Va. We have the figures on what power will be needed in the next 24 hours, supplied by the systems' operations center in Baltimore, and up-to-the-minute reports on every power unit which has suffered a malfunction or delay in the previous 24 hours.

"Each shop and facility lists what locomotives are in for repairs, what's wrong, how long they'll be there, and what extra material or aid they may need or be able to supply. As of 8 o'clock every morning we have an accurate picture of our power needs for the day."

The operations center of the two great Baltimore systems is the source of information on who needs how many and which locomotives to pull so many cars. Its 20 employees, under manager Jack D. Boden, gather reports from terminal trainmasters and chief dispatchers on where the locos from their terminals are bound. Then the center, known as "the power bureau," estimates what power is needed at each terminal. If inbound units won't be adequate to handle estimated upcoming freight, then more locos are rustled up and dispatched to these points.

Another tool for making sure the power bureau always has enough locomotives to handle the business is the Diesel Data System. The DDS uses computers to store information on which parts are used on locomotives. That way, planners know when components

C&O's eastbound *Sportsman* rounds a curve near Afton, Virginia, in May, 1965.
William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980

are or are not performing up to par, or if maintenance or purchasing practices for specific locomotive parts should be modified.

Federal Railroad Administration rules require inspections each 30 days of operation, and the locomotives are shopped for "progressive" maintenance tasks such as wheel changes at these times. Also on the agenda are routine 90-day inspections, a six-month going-over, an annual inspection, and a rigorous 24-month inspection. The rules also require that every road (inter-terminal) locomotive be inspected within 24 hours of operation. Since all such engines are in daily use, this means daily inspection.

Most of this planned maintenance is carried out at the so-called heavy repair shops. At Huntington on the C&O, heavy locomotive facilities augment the lighter maintenance facilities at Clifton Forge, Va., Russell, Ky., and Grand Rapids, Mich. and on the B&O at Cumberland, Md., the heavy road power fleet is maintained, with support from Glenwood Shops at Pittsburgh, Pa., which supply the heavy components such as generators and engines for heavy accident repair, and Mount Clare shops at Baltimore, which turn out traction motors and small electrical components.

Because C&O and B&O are largely mountain railroads, with heavy merchandise freight, coal, and ore traffic, their requirements call for highly-flexible power—able to climb long grades, cope with extended tunnels, pull big loads and operate in sub-zero or torrid temperatures. The two roads are spending $34 million this year for 100 new locomotives to bolster the fleet. Included are the latest-style GP-40's, built by Electro-Motive Division of General Motors, and U-30B's built by General Electric. Both types are 3,000-hp, four-axle, general-purpose road units and are highly flexible.

"Purchase of these units will enable our power planners to transfer some of the lower horsepower units such as GP-7's and GP-9's to switcher and branch service," says Mr. Dadd.

Diesel loco manufacturers, in an effort to help out with the nation's air-pollution problems, are building a new generation of "clean" diesel engines which will meet tough state and Federal air-pollution reduction standards.

SPEAKING of pollution, Armco Steel Corp. announces a new modular system of collector pans that offers a practical low-cost solution to this problem at railroad yards. The system allows for the safe collection and disposal of liquid pollutants encountered at locomotive fueling sites, locomotive- and car-washing areas, and tank-car servicing.

The Armco collector system, for which patents are pending, is an assembly of steel pans and aprons designed for installation directly over the railroad ties. No piling or other site construction is required before installation. The basic unit is 38 feet long but modules can be

C&O units on the ready track in Walbridge Yards, Toledo, Ohio.

Alco DL-701 road switcher, 1800 hp.

joined end-to-end to form longer collector areas.

Burlington Northern installed the first Armco collector pan system at its Whitefish, Montana, yard. "The 300-foot system, including piping and oil separator, was completely installed for a finished total cost of $35,000," says C. E. DeGeer, the BN's engineer for water and fuel facilities, "We estimate a comparable concrete system of comparable length at that location would have cost $150,000."

DURING a four-year research project aimed at identifying and eliminating the chemicals in diesel exhaust that cause offensive odors, the human nose has proved to be very sensitive.

The research project—conducted by Arthur D. Little, Inc. under a contract from the Coordinating Research Council under the technical direction of the U.S. Environmental Protection Agency, the Automobile Manufacturers Association, and the American Petroleum Institute—has resulted in the identification of the chemicals.

Researchers have identified the two main odors associated with diesel exhaust as oily-kerosene and smoky-burnt.

Chemical analysis showed conclusively that the oily-kerosene odor is produced by aromatic portions of the fuel which did not burn. In fact, the unburned aromatics have nearly the same chemical makeup in the exhaust as the fuel. Chemical compounds identified as major contributors to the oily-kerosene odor include alkyl indans, tetralins and indenes.

The smoky-burnt odor is produced by oxygenated—that is, incompletely burned—aromatics and paraffins in the exhaust. Many more compounds cause the smoky-burnt odor than the oily-kerosene. Some of the major odorants in the oxygenated fraction are alkyl benzenes, indans and tetralins.

ED. NOTE: Regrettably, this issue went to press in the August vacation season without our usual readers' news and comments; but we hope to make up for it next month, in addition to printing the final roster of the Burlington, compiled by Sy Reich. ●

Track pans for diesels, not for steam locos taking water on the fly. They are, in fact, Armco collector pans installed in the Burlington Northern yards at Whitefish, Montana, as a solution for the pollution problem in railroad yards. If any reader has seen such pans elsewhere, we hope he will tell us about them.

HOBBY CLUB

conducted by Sy Reich

THE HISTORIC old railway depot building at Skagway, Alaska, has not only been preserved but on May 27th was donated to the National Park Foundation by the White Pass & Yukon Route, reports Russell Wahmann, chief of the Technical Support Group and Public Affairs, U.S. Department of the Interior, 601 E. Cedar Ave., Flagstaff, Ariz. 86001. Built in the gingerbread style of the Victorian era, it was a familiar sight to gold miners and latter-day tourists bound for the Klondike. When the WP&YR opened a new depot in 1969, the old building fell into disuse and was in danger of becoming a victim of time and the elements. Skagway was originally a boom town at the southern terminus of the WP&YR, which was built between 1898 and 1900 at the height of the gold rush. It served a horde of adventurers surging north to seek their fortunes in the Klondike.

Unlike the Skagway landmark, old depots elsewhere continue to vanish under the guise of progress. For example, the Augusta Chapter of NRHS tells us that the dark brick Union Station of Spanish Rennaisance architecture that had graced Barrett Plaza in Augusta, Ga., is now gone. For 70 years it served countless thousands of travelers and was pointed out to visitors with civic pride. Designed by Francis P. Millburn, the edifice was completed in 1902. Ironically, the property had been bought from the old Seaboard Air Line, which for many years sought to extend its service into Augusta but met strong opposition from the carriers already entrenched there. Although SAL had wanted a guarantee of entrance to the city as a prerequisite to sale of the property, this hope faded. Augusta Union Station Co., financed by the competing carriers, eventually acquired the land and built the depot.

John Stanton, an engineer in the Norfolk & Western yards in Kansas City, Mo., owns an oil painting by Delbert Weese showing the historic junction of the former Wabash and Burlington lines at Darlington, Mo. It depicts the old Wabash depot, the first station in that section, now gone.

A novelty in authentic railroadiana is the Collectors Deck of pinochle cards made up from the double sets of 13 different railroads, 26 different cards, lined up from Ace to King in all suits. It is a playable deck. Among the cards are some no longer obtainable except from rare private collections. These decks at $10 each may be had from Margaret Meyer, who buys, sells, and trades a wide variety of railroadiana, 67 Hall Street, Akron, Ohio 44303.

New York Central Cars, a new 8x11″ picture-book of passenger, freight, and work equipment which NYC had before the Penn Central merger, includes early wooden cars as well as modern types. It may be had for $6.95 from the author-publisher, Bob Wayner.

Also ready is Bob's two-color *Backwoods Steam* calendar for 1973, with 13 nostalgic photos of small engines. It opens to 10x17″, sells at $2.75, or two for $5. Wayner Publications, Box 871, Ansonia Sta., New York, N.Y. 10023.

Sept. issue photo, bottom of page 36, schould have been credited to Tom Gray, 956 Madrid St., San Francisco.

Bob Hess, curator, will buy pair of Pennsy kerosene marker lights to replace pair stolen from Black Diamond RR. Museum, Box 128, Ringoes, N.J. 08551.

Doug Wornom, of the New York Chapter of R&LHS, who operates Owen Davies book store in Chicago, had the honor of buying the last ticket at the old Illinois Central Station before service was switched to Union Station last spring. Mike Schafer, of the North Western Illinois Chapter of NRHS, claims to have been the last intercity passenger to debark from a train at the station.

Steamtown USA has acquired, among other things from the defunct Hoosac Tunnel & Wilmington, a turntable and various shop tools dating back to the road's narrow-gage days. Sixty feet long, the table was built at Readsboro, Vt., in 1892 for the Central Vermont and served the West River Railroad at South Londonderry, but is still in excellent condition. Steamtown has plans for its use.

A new Paramount Pictures film, *Separate Peace*, made on location in the Exeter, N.H., area last year, should be ready for the movie houses late this fall. Based on a novel describing prep school life during World War II, it has several scenes showing Dwight Smith's 0-6-0 switcher No. 47 and cars playing the role of a Boston & Maine troop train. Dwight belongs to the 470 Railroad Club.

Alvin Wm. Hudson, editor of the Heart of Dixie Railroad Club newsletter, *Cinders from the Smokestack*, is writing a non-cindery history of Birmingham streetcars from the first horsecar trip in 1884 to PCC 812's last run on April 18, 1953. Send info. on that subject to his home, 617 Sundale Dr., Birmingham, Ala. 35235. He also offers to sell relics from some of those cars—not stolen but obtained from a scrap dealer: roll signs, controller handles, air gages, air horns, headlights, light fixtures, etc. List is available for SSE.

A new railclub has been formed: The Erie Lackawanna Technical & Historical Society. For details send a SSE to T. Frawley, 114 Ayers Court, Teaneck, N.J. 07666.

Upper Canada Railway Society is preparing a data sheet to be distributed free at their exhibit of Canadian National 4-8-4 6213 at the CN Exposition in Toronto each fall. They need photos of the 6213, especially operating from the maritime provinces to the prairies. Contact Dave Stalford, chairman of the Preservation Committee, UCRS, Box 144, Station W, Toronto 385, Ont.

Thomas L. Ford, a Denver & Rio Grande Western brakeman, takes pictures of Bull Durham tobacco signs. His interest stems from the days when his father, working for advertising firms, traveled out of Denver to many places, from Mexico to Montana, 1905-1909, painting such signs on walls, buildings, roofs, barns, etc. Many oldtimers remember seeing them. A year ago Tom located one on a Denver building shortly before it was razed.

Opening day of the museum of the Lake Shore Railway Historical Society, Inc., of North East, Pa., was a gala festivity with over 500 people on hand. It also marked the first time that a sampling of the passenger equipment, owned by LSRHS and destined to be housed eventually on trackage east of the museum, was exhibited at North East. On the newly laid trackage were two of the Society's 17 passenger cars: the open-platform observation Central Park (Pullman, 1925) and snack bar coach 3003 (Pullman, 1930).

John Day, a Delaware & Hudson yard conductor at Whitehall, N.Y., is now mayor of the city. He is a Democrat and was elected despite a very heavy GOP voter registration.

"Have just arrived in Canada from England and want a loco stock list and rail maps of CNR, CP, and TH&B," writes Dr. H. L. Holland, Dept. of Chemistry, Senior Science Complex, McMaster University, Hamilton, Ont., Canada.

Boone County Historical Society, 1521 Carroll St., Boone, Iowa 50036, is selling good reprints of May 29, 1881, Chicago & North Western employees timetable No. 68 for $1.

What may be a new landscaping technique was accomplished recently by the Parks & Recreation Dept. of Bend, Ore., covering up the remains of an old building by bringing in three old passenger cars. So says *The Trainmaster*, newsletter of Pacific Northwest Chapter of NRHS, Portland, Ore. A member of the chapter, park commission chairman Clarence Bells, had the idea to bring in the cars and set them on the siding behind an old furniture store. Letters to the Union Pacific and Burlington Northern produced results: a coach from the UP and two BN baggage cars.

McComb, Miss., recently celebrated its centennial with a salute to the part the Illinois Central played in founding the city. Many IC officials and other employees joined in the festivities. Pictures of old IC steam power and other railroad artifacts were displayed in a local bank. Besides having several colorful floats in the parade, the railroad conducted guided tours through its McComb shops.

Illinois has added a steam road to its tourist attractions. The Monticello & Sangamon Valley, newest and probably shortest line in the state, began carrying passengers on Saturdays and Sundays on May 27th and will continue on weekends through October. All summer they operate daily. The steam line has a Wabash parlor car *City of Decatur*, Nickel Plate railway express and baggage cars, and a Norfolk & Western flatcar. It runs through 8 miles of rolling countryside in Piatt County.

The movie called *Showdown*, begun along the Cumbres & Toltec Scenic Railroad, was called off after one of its stars, Dean Martin, walked off the set, according to *The Denver Post*. The rest of the cast and crew then left the area and the picture was cancelled. We don't know why Dean went away. Maybe some reader can inform us. Will the film ever be completed?

A unique steam meet, open to the public, will be held September 10th at Alliance, Ohio, operating three Ottaways, one Cagney, and one scratch-built loco (all 12" gage). If you have 12"-gage equipment, bring it along. Other live-steamers may display their own gage equipment, but 12" gage will be the only trackage available for operation. The site is on Homstead Road, three-eighths of a mile south on Rte. 619 (the third street west of the intersection of Rte. 619 and 183) just north of Alliance. Further info. can be had from Howard C. Murphy, 1016 Cottage Court, Warren, Ohio 44483.

Three old railway cars, nucleus of a Maritime Railway Museum, have been turned over to the Scotian Railroad Society in Halifax, N.S., Canada, by David W. Blair, Atlantic vice president of CNR, writes Malcolm Patterson, Tusket County, Yarmouth, N.S. The presentation took place at the Society's annual meeting. The cars are already on the museum site, a siding off the main line in the west end of the city. They are an 1875 Inter-Colonial Railway baggage car, a 1907 caboose used on lines now part of CNR, and a 1939 mail and express car from CNR's Halifax & Southwestern Line.

Clinchfield freight moves through rough mountain country in Nolichucky River gorge, North Carolina, about two miles from Tennessee state line, Oct. 16, 1971.
Photograph by William T. Morgan

Late Book Reviews

Railroads of the Pike's Peak Region, 1871-1971, Colorado Midland Chapter of NRHS, 1332 Server Dr., Colorado Springs, Colo. 80910, with large maps and photos, is mailed folded, $1.75; mailed unfolded in tube, $2. For the first time, we have access to excellent detailed maps of all rail lines that operated in the Pike's Peak region during the past century. It includes enlarged city maps of Colorado Springs, Manitou Springs, and Pueblo, with complete railroad and streetcar lines that served those three mountain cities.

Railroad Post Office History was edited by Leo A. McKee and Alfred L. Lewis; hard cover, 218 pages, 8½x 11", monographs, photos, maps, Mobile Post Office Society, 163 Old Farm Rd., Pleasantville, N.Y. 10570, $14. Here is a volume dedicated to those who derive pleasure from the study of the U.S. Railway Mail Service with mail cars and trains. Although some dates of railway post offices are incomplete, the editors offer a very interesting compendium of U.S. mail that took many long hours of research. Their labor was not in vain.

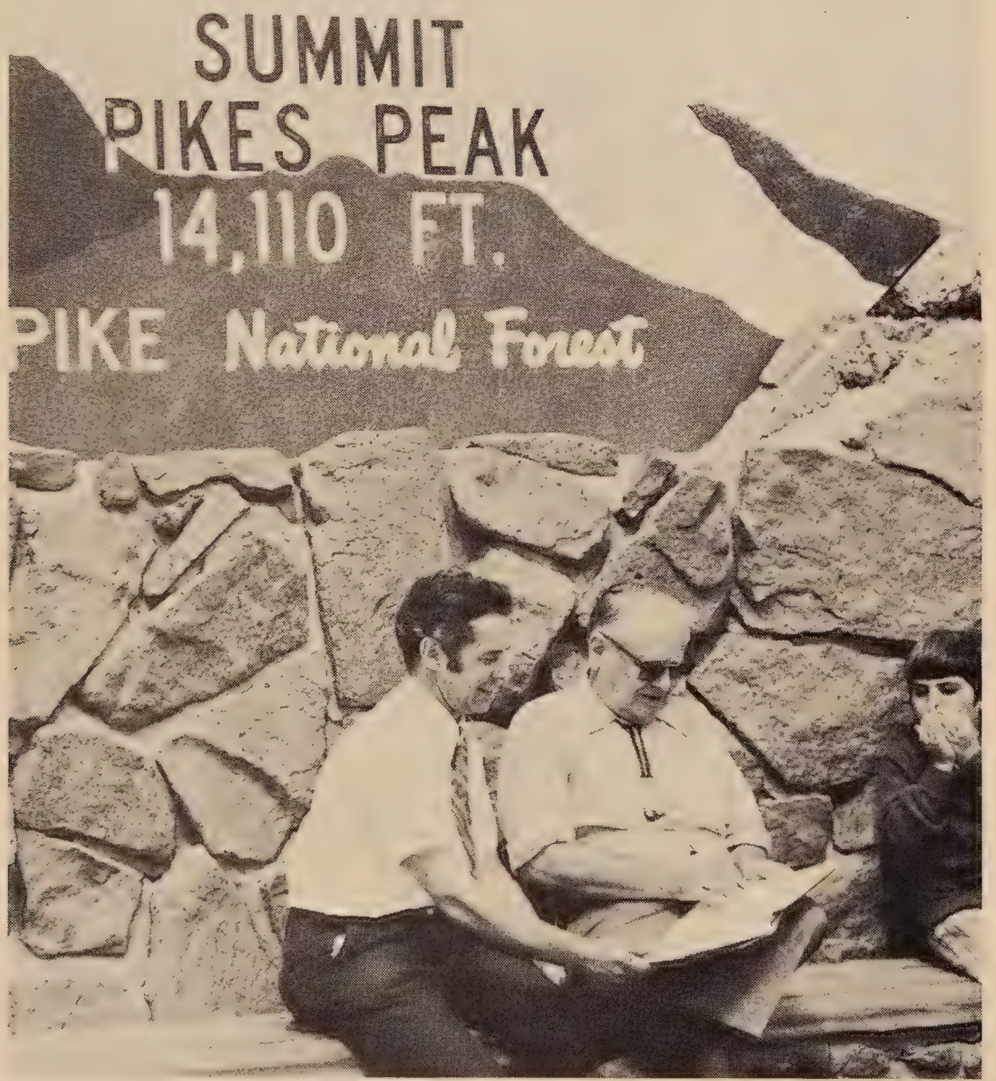
BOOKS of the RAILS

by GORTON T.H. WILBUR

THE ULSTER & DELAWARE, by Gerald M. Best, hard cover, 210 pages, 8½x11¼", photos, maps, rosters, timetables, Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $12.95.

Jerry Best, a great and popular rail historian, comes up with a "natural" for almost any railfan's Christmas tree. Lovers of the old U&D and Catskill Mountains railroads are legion. Here is a gem with more than 320 illustrations of engines, trains, stations, hotels, steamboats. etc. Although Jerry has been a Californian for many years, he is a native of Port Jervis, N.Y., and knows the Catskills area intimately. His smooth-flowing text, anecdoted with glimpses of Rip Van Winkle land, makes delightful reading.

The U&D story began in 1866 when Thomas Cornell, crafty Hudson River towboat entrepreneur, chartered the Rondout & Oswego rail line. Following fights among his early backers that led to his temporary withdrawal and receiverships, Cornell returned to the helm, formed the Ulster & Delaware Railroad, and built it into a major route to the lush valleys west of the Catskill Mountains. Cornell did not live to see the road reach its final goal, Onetonta, but his son-in-law, Samuel D. Coykendall, completed his dream. U&D was operated under the aegis of the Coykendall family during most of its life, until sold to the New York Central in 1932.



Probably the highest autographing party of all time was held last July 13th on Pike's Peak, Colorado, to honor the Manitou & Pike's Peak Railway and a new, well-illustrated book, *The Pike's Peak Cog Road*, by Morris W. Abbott, put out by Golden West Books, specialists in rail subjects. Nearly 2 million persons have ridden on the M&PP since it opened in 1891. (Left to right) Martin Frick, the road's manager; Morris Abbott, and a kid short of breath watching nearby.
Donald Duke, P.O. Box 8136, San Marino, Calif. 91108

Bob Richardson, proprietor of the Colorado Railroad Museum, Golden, Colo., at the Pike's Peak autograph party.
Photograph by Donald Duke

NARROW GAUGE TO CENTRAL AND SILVER PLUME (*Colorado Rail Annual No. 10*), by Cornelius W. Hauck, hard cover, 223 pages, 8½x11¼", photos, maps, rosters, timetables, Colorado Railroad Museum, P.O. Box 641, Golden, Colo. 80401, $9.75.

Anyone who has read the other nine *Colorado Rail Annuals* should want this one also. No other series about the fascinating area, the Rockies of narrow gage days, has appeared in a long time. The story of the Clear Creek line is quite apropos in 1972, for just 100 years ago this railway became the first narrow-gage to penetrate the Rockies directly. Built under Union Pacific sponsorship as the Colorado Central, it later became an important cornerstone of the UP, the Denver & Gulf Ry., and then—after financial black days—the Colorado & Southern, best known to rail and history buffs. In addition to text, there are many good pix, including one of the famed Georgetown Loop.

THE RAILWAY FOUNDRY LEEDS, by Ronald Nelson Redman, hard cover, 206 pages, 8½x10½", photos, drawings, rosters, Goose & Son Publishers, Ltd., Salisbury House, Station Rd., Cambridge, England, CBI 2LA $7.50.

Hunslet parish in south Leeds, England, probably had more loco builders to the square mile than any other city on earth, and no more famous name emerged from this illustrious group than the Railway Foundry. The Book was written by a former loco draftsman of the company. His book is good.

THE MISSABE ROAD, by Frank A. King, hard cover, 224 pages, 8½x10½", photos, maps, drawings, rosters, Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $12.95.

The story of the Duluth, Missabe & Iron Range was formed in 1938 by consolidation of the Duluth & Iron

Range and the Duluth, Missabe & Northern. The author gives a full account of both in pix and test, from their early days when Duluth was just a frontier town up to the present.

THE DAWN OF WORLD RAILWAYS, *1800-1850*, by O.S. Nock, hard cover, 179 pages, 5¼x7½", drawings, photos, Macmillan Co., 866 Third Ave., New York, N.Y. 10022, $4.95.

Prolific rail-writer O.S. Nock traces some early forms of wagon-ways to the beginning of the railway age with its quaint locos and carriages. Color plates by Clifford & Wendy Meadway highlight his vivid account of primitive railways in France, Belgium, Germany, and the U.S. This book complements Nock's *The Railways of the World in Color* series: i.e., *Railways at the Turn of the Century, 1895-'05, Railways at the Zenith of Steam, 1920-'40,* and *Railways in the Years of Pre-eminence, 1905-'19.*

ARCADE & ATTICA RAILROAD, by Edward A. Lewis, soft cover, 104 pages, 8½x11", photos, rosters, drawings, timetables, The Baggage Car, Box 81, Arcade, N.Y. 14009, $3; limited hard cover edition, $6.95.

Here is the second edition of Lewis's account of one of the east's best known and well operated short lines. Since railfans discovered its steam passenger service in 1962, the A&A has found its way into the hearts of tourists on a national scale. The book is competently done, with ample text and photos.

RAILROADS OF NEW ZEALAND, by David B. Leitch, hard cover, 254 pages, 5½x8½", photos, rosters, drawings, maps, Drake Publishers, Inc., 381 Park Ave., New York, N.Y. 10016, $8.95.

To enthusiasts of rail operations Down Under, Leitch's work should find its way into their libraries. He discusses how early construction problems were resolved by such diverse techniques as the Fell-operated Rimutuka Incline, the Rauimu Spiral, and the massive viaducts of the North Island main trunk. Good pix of locally-built 4-6-2, 4-8-2, and 4-8-4 steamers and narrow-gage diesels add dimension to this book.

Now turn to the two additional book reviews on page 61.

Historical Publications

NICKEL PLATE ROAD HISTORICAL & TECHNICAL SOCIETY SPRING/SUMMER, is co-edited by Glen Brendel and Walter Sassmannshausen, P.O. Box 9254, Ft. Wayne, Ind. 46809; soft cover, 15 pages, 11x8½", photos, drawings; $5 price to members includes dues. This is a nice job in recording data and printing photos of a line that becomes more interesting as time goes by. Useful section for model fans, too.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 25¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
PIKE'S PEAK COG ROAD, Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
PULLMAN & PRIVATE CAR PICTORIAL	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
ENTERPRISE DENIED, by Albro Martin	$10.95	($10.40)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
ALL ABOARD! RR's in Michigan, Dunbar (paperback)	$ 3.95	($ 3.75)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
THE PULLMAN SCRAPBOOK, Wayner	$ 4.95	($ 4.70)
COMMUTER RAILROADS, by Dorin	$12.95	($12.30)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)
ATLANTA AND THE OLD SOUTH, Wilbur G. Kurtz	$ 5.98	($ 5.70)

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employees timetables), *SSE* (send 8c stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd St., New York, N.Y. 10017.

C. ANDREAE, R.R. 3, London, Ont., Canada, sells blueprints, pix, etc., of London & Port Stanley Ry. (SSE)

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620 and 116-616, for large oblong negs. Details free.

DAN VON BARGEN, 77 Huemmer Tr., Clifton, N.J. 07013, trades EL diesel slides for other EL diesels; will buy or trade for EL roster.

HARVEY BASS, 287 Valley Road, Riverside, N.J. 07661, buys pre-1960 Erie, NYS&W tts., sells DL&W and EL tts., NYC emp. tts. (SSE)

G. BERGOFF, Box 9254, Ft. Wayne, Ind. 46809, sells NKP Society 1973 calendars, each $2.25 ppd.

G. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, buys or trades for 35mm color slide of Anderson & Kindt Gas tank cars marked AKGX at Presho, S.D.

BRUCE BOLES, 326 N. Valerie St., Santa Maria, Calif. 93454, trades 35MM slides west coast SP, WP, and short lines for SP-SSW, midwest and Texas areas.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or Fla. Also wants keys, uniforms, diner, RPO, trolley items, any roads.

JOHN BRINCKMANN, 17 Runyon Ave., Edison, N.J. 08817 sells old issues Railroad Magazine, Trains; UTCo. tickets, forms; Tuckerton RR. forms; DL&W, ERIE, IC, RDG tts. (SSE)

DAVE BUSSE, 675 W. Lockwood Blvd., Webster Groves, Mo. 63119, wants IT, CNS&M dining-car menus.

C. MUTCHER, 8 Coyne Street, St. Thomas, Ont., Canada, sells CNR steam pix. List 20c.

JAMES CAIN, 220 E. 140th Place, Dolton, Ill. 60419, will sell frt. and pass. tariffs, Railroad Magazines of 1930's, and emp. tts. for best offer; will split. (SSE)

CURTIS CARLOUGH, 229 Rea Ve. Ext., Hawthorne, N.J. 07506, buys 35mm slides of EL, PC GGI's, Metroliners; sells NYS&W train slides.

DAVID CALLAHAN, Rte. 4, Box 29, Lynchburg, Va. 24503, wants to contact a railcamera fan in Jacksonville, Fla., area.

CECIL CHURCH, 216 Rideau Terrace, Ottawa, Ont., Canada, buys, trades Alco, Baldwin, Lima steam loco bldrs. pix, catalogs.

DAN CHERAGOTTI, 3960-A Brittany Circle, Bridgeton, Mo. 63044, wants CERA Bulletin "Illinois Traction System," misc. IT items.

TONY CITRO, 1452 Hamburg Tpke, Wayne, N.J. 07470, wants Pullman china.

CHAS. CONNIFF, 534 Witsell Rd., Jackson, Miss. 39206, sells orig. Kodak color slides of short lines, Class 1, industrial roads. (SSE)

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells PRR, NYC, NH diesel bldrs. plates, lanterns, locks, orig. color slides; trades railroadiana. (SSE)

TOM COVAL, 21 East Robin Rd., Holland, Pa. 18966, sells dining-car menus, tts. and emp. tts. rr brochures, etc. List 50c.

AL CONRAD, 96 Buckhaven Hill, Upper Saddle River, N.J. 07458, buys 35mm diesel slides of L&NE, NYS&W, NYO&W, RDG., LV, Erie, EL, Sou, SCL, DL&W, NH.

JOHN CORNS, 226 Locke N.W., Massillon, Ohio 44646, wants anything W&LE, NKP, esp. steam items. Sells W&LE, NKP, PRR forms, books, pix, misc. (SSE)

JIM CRIMMINS, 5 Bonnie Dr., Exeter, N.H. 03833, buys old B&M pix, paper, drawings, pre-1883; state cond. and price.

R. CURRIER, 714 S. 17th St., Corvallis, Ore. 97330, trades, buys rr. postcards, RPO cancellations.

VINCENT DE SANTIS, 196 Carbon St., Paterson, N.J. 07522, buys pass. equip. slides UP, MR, Amtrak, DL&W.

F. DE SAUTELLE, 125 7th Ave., Baraboo, Wis. 53913, will sell Car Bldrs. Dictionary and Cyclopedia, 1919.

W. EDWARDS, 8414 8th Ave., South, Seattle, Wash. 98108, sells negs, pix, slides, tts., etc. Wants negs, tts. pix of Washington rr, trolley, ss, bus lines in 1920's, 30's.

STEVE GARTNER, 1764 N. Commonwealth Ave., Hollywood, Calif. 90027, trades 35mm color slides of SP, UP, SF for your area; wants CNJ, EL, FEC, other eastern roads.

D. GALLO, 14 Fairview Pl., New Rochelle, N.Y. 10805, sells 1st generation diesel slides PC, NYC, NH, EL, B&M, CNJ, RDG, B&O.

JERE GEIB, RD 1, Mt. Joy, Pa. 17552, buys or trades for bldrs. plates from log loaders and skidders, any type.

DICK GEORGE, 323 Chartwell Rd., Oakville, Ont., Canada, sells sets of seven 8x10 pix of steam and early diesels of CN, CP, ON, TH&B, PGE, NAR, Newfound. Ry., $5.95 a set; free list.

C. GOODMAN, 5826 S. Western, Chicago, Ill. 60636, will sell telegraph keys, World War 1 era. $5.75 ppd.

CHAS. GOOLSBY, 901 Beal 19, Charlotte, N.C. 28211, sells tts., train orders, Off. Guides; wants pix of Maxton, Alma & Southbound, old ACL rolling stock. (SSE)

BOB GREENAWALT, 3643 North Rosemead Blvd., Rosemead, Calif. 91770, buys rr stock certifs.; will swap stocks, Poor's Manuals, pre-1900 passes.

TOM GRUMLEY, 3099 Noorduyn St. 1, Montreal 382, Que., Canada, buys negs., prints, tickets, transfers of MTC, M&SC.

JOHN DALTON, 19 Hillside Place, Cranford, N.J. 07016, trades orig. 35mm slides CNJ, LV, PC, mostly electric, for BN.

KENT HAMILTON, Caribou Lake Resort, De-Tour Village, Mich. 49725, buys or trades rr ashtrays, wants "Watch Your Step" signs.

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee, Wis. 53207, wants pix, info. on GN caboose 582, or one of same class, for restoration purpose.

JOHN HILTON, P.O. Box 125, Silver Spring, Md. 20910, sells, swaps back issues Railroad Magazine, rr. model magazines, rulebooks. (SSE)

GEO. HORN, 1075 Space Park Way, Sp. 235, Mountain View, Calif. 94040, sells complete set of San Francisco Muni cable and streetcar transfers, tokens, streetcar tts., $1.25. (SSE)

EARL HUGHES, Box 147, Montezuma, Ind. 37862, sells Monon train order for 10c and SSE.

OSCAR HUDSON, 4760 N. Durfee St., El Monte, Calif. 91732, sells tts. from 1920's to 60's; state wants.

GIL HULIN, 4891 Donald St., Eugene, Ore. 97405, sells slide sets of pre-Amtrak pass. trains; list, sample 35c.

RICH HUTCHINGS, 605 Old Pond Rd., South Lyon, Mich. 48178, sells CN, CP, GTW steam pix; trades size 616 diesel negs.; buys GTW, CN steam negs.

FRANK IGLESIAS, 720 W. Grace St., Chicago, Ill. 60613, sells tts. (SSE)

BEN INGRASSIA, 315 N. Owen St., Mt. Prospect, Ill. 60056, wants CNS&M, CA&S emp. tts., pix of CMSTP&P stations.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, other rail- and model mags., bks., tts. (SSE)

BEN KEELER, 16035 Kramer, Detroit, Mich. 48228, sells gilded rr. spikes for paperweights, two for $2.50, ppd. (SSE)

STEVE KELLOGG, 1915 Birkdale, Toledo. Ohio 43615, wants color pix SP, SSW, SF, D&RGW, esp. SF DL-109's and Erie FM. (SSE)

ART KAFARSKI, 4703 Shade Place, Tampa, Fla. 33615, buys pix, slides, bks., mags. on Chicago elevated, streetcars, rapid transit, other electric.

GLEN KIDDER, RD 1, Acton, Mass. 01720, will sell Trains Albums 3 and 5. Forney's "Catechism of the Steam Locomotive (1889), and "Manual of Railroads and Corp. Securities (1911)." (SSE)

BEAU KIMBERLANE, P.O. Box 2187, Corpus Christi, Texas 78403, will sell 3 retired heavyweight rr. business cars with open observ. plat., draw., din., staterms, kitchen.

JOHN KOEHLER, 108 Hudsondale St., Weatherly, Pa. 18255, wants pix of early LV FA "B" units Nos. 535-547, 581-587.

ANDRIS KRISTOPANS, 3927 Palmer, Chicago, Ill. 60647, will buy CERA Bulletin 104.

PAUL KUTTA, 1359 Greenhill Ave., West Chester, Pa. 19380, buys pix, tts., tkts., info, etc., on U&D, R&O, SC&CM, Katterskill Ry.

AL and MARY LANGELY, Rte. 1, Box 64 A, North Augusta, S.C. 29841, buy, sell, trade railroadiana. (Large SSE)

DAVID LANDREY, 3235 Joyce Dr., Orlando, Fla. 32809, buys Off. Guides and PRR, B&M tts.

J. LAJOIE, 22 Stevens St., Methuen, Mass. 01844, sells BAR uniform buttons. (SSE)

D. LEONARD, 227 E. Oak, Watseka, Ill. 60970, will sell 1906 Loco cyclopedia, and 1895 and 1916 Car Bldrs. for top offers.

FRANK LICHTANSKI, P.O. Box 171, Santa Barbara, Calif. 93102, collects, trades, buys, sells rr., bus, and air tts.

P. LIPIARSKI, 222 Spring St., Bordentown, N.J. 08505, wants pix, maps, art on Camden & Amboy, incl. locos., rolling stock.

ROBT. MILLS, Box 9246, St. Louis, Mo. 63117, sells rr. annual passes, other railroadiana. (SSE)

REID MILLER, RFD 1, Switz City, Ind. 47465, will sell dummy replica of old IC Mogul, frt. cars; wants info. on IC steam power, 1856-1956.

GORDON MILLS, 1159 Loma Sola Ave., Upland, Calif. 91786, will sell a few tts. of early 1940's, also Railroad Magazine and Trains, 1960's. (SSE)

FRANK MELLUISH, 200 Walnut Lane, Branson, Md. 65616, buys or trades for small brass wax rr. and express sealers; has Off. Guides, rlbks., keys, other railroadiana. (Large SSE)

DOUG MINER, 58 Lynwood Rd., Scarsdale, N.Y. 10583, sells b&w pix D&H, EBT, Cass steam and diesel, others. (SSE)

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, b&w pix and negs., other railroadiana. (SSE)

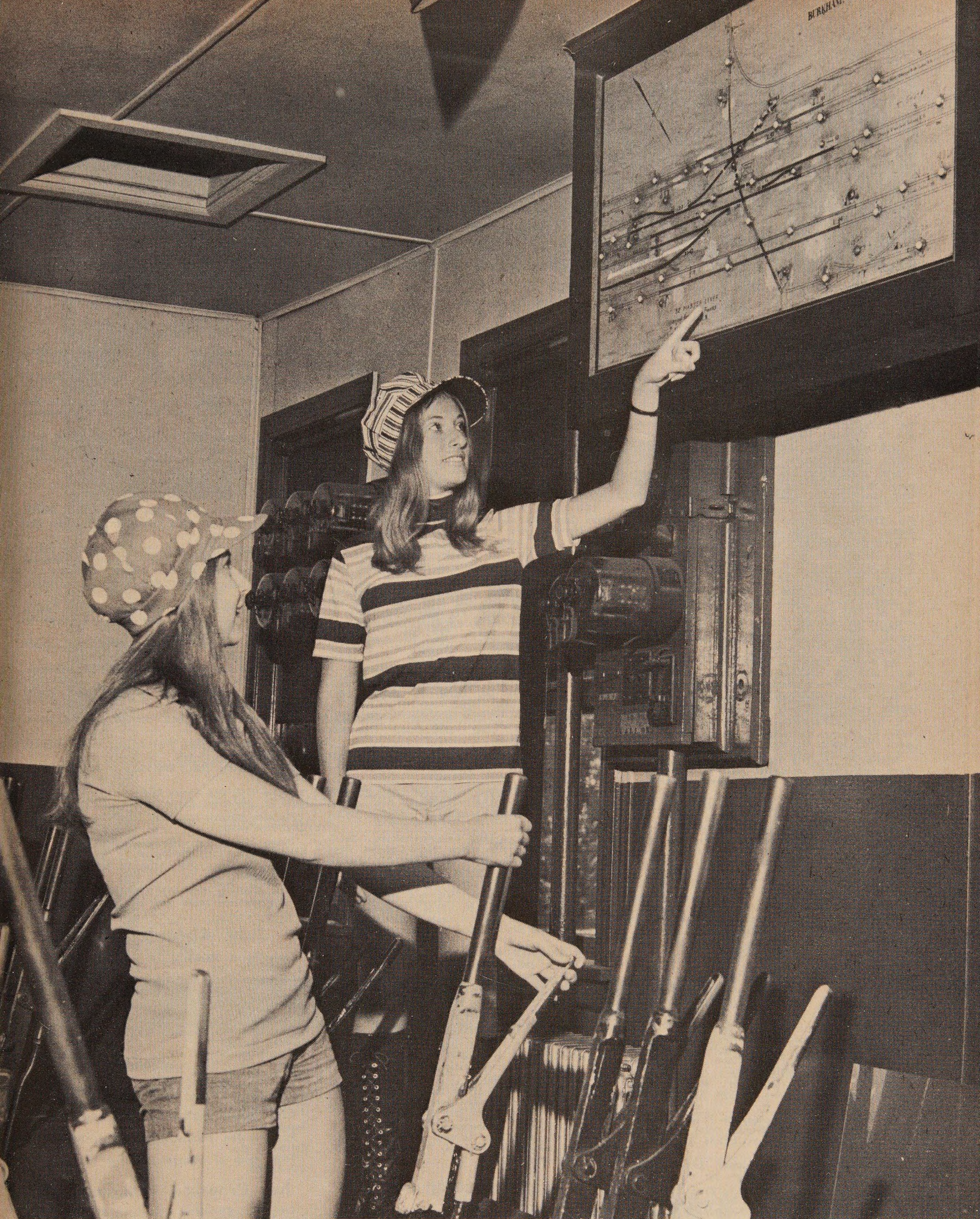
JOE McCARTHY, 201 W. Passaic Ave., Bloomfield, N.J. 07003, sells EL, PC GG-1 and E units, emp. tts. of 1950's. (SSE)

PAUL NELSON, Luther Seminary, 2375 Como Ave. West, St. Paul, Minn. 55108, will sell Trains, 1960-'69; also tts., mostly midwest.

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

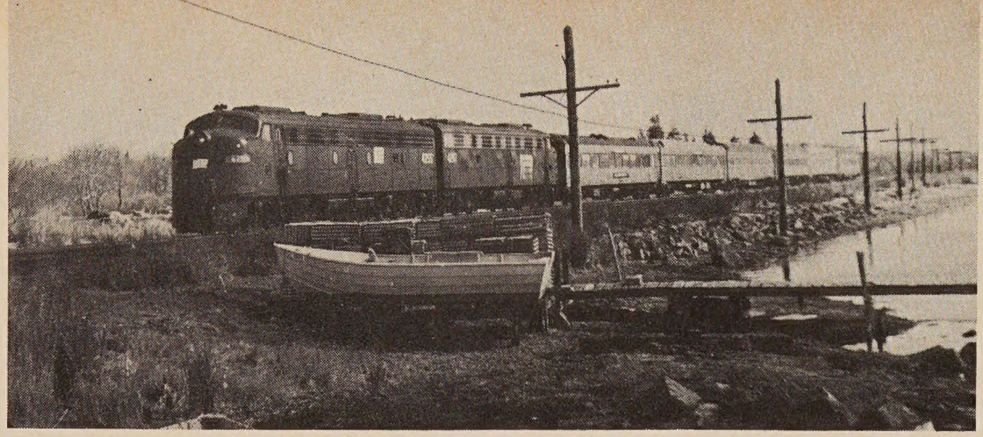
Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

RAILWAY MAGAZINE
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.I. ENGLAND



Two railfans, the Zmuda sisters, explore the Chicago South Shore & South Bend control tower at the Burnham, Illinois, crossing under the watchful eye of the operator there. Arlene points to a light on the panel there and tells Cheryl that someone would have to pull a certain lever before an oncoming train arrives at that point in order to clear the crossing for it.

Robert W. Streich, 670 Saginaw Ave., Calumet City, Illinois 80409



Inspection train for President Barriger and other B&M officials last June 27.
Douglas F. Kydd, 210 Main St., Reading Mass. 01867

WARREN NORCROSS, 1547 Baltimore Ave., Folcroft, Pa. 19032, will buy large '47 Alco steam loco bldrs. plate.

R. OAKLEY, 907 West B St., North Platte, Neb. 69101, buys, sells, trades wax sealers used by rrs. and express companies.

HARRY OLMSTEAD, 1025 Oakcrest Rd., Arlington, Va. 22202, will buy No. 21-22 "Steam Locomotive & Railroad Tradition."

BILL O'CONNOR, 62 Fulton St., Hornell, N.Y. 14843, buys or trades PS&W negs., pix.

RON PALMQUIST, 16 Glen Ave., Cape Elizabeth, Maine 04107, buys slides, negs., pix C&NW 400; has MEC, B&M to trade.

C. PARSONS, Rte. A2, Box 124D, Dunnellon, Fla. 32630, sells Kodachrome 35mm dupl. slides steam, diesel, trolley; sample 35c.

MAYER PEARLMAN, 141-11 78th Rd., Flushing, N.Y. 11367, buys pix of PC Harmel Div. pass. trains in Chatham, N.Y., area March 19, '72.

DICK PFEIFFER, 4610 N. 133 St., Brookfield, Wis. 53005, wants color slides of GG-1's; Amtrak, 5 stripe, silver, Tuscan red, 4812, 15, 30, 34, 42, 66.

PAUL PIETRAK, Box 300, North Boston, N.Y. 14110, sells "History of Coudersport & Port Alleghany and N.Y. & Penna." (SSE)

LES PLANT, P.O. Box 86432, North Vancouver, B.C., will sell two single-note D.E. horns, emp. tts., train orders, rulebks., marker lamps. (SSE)

SCOTT PYLES, Box 213, New Martinsville, W.Va. 26155, sells rr. lanterns and switch lamps. (SSE)

R. REID, Box 179, East McKeesport, Pa. 15035, sells PC system schedules, through local frt., over 1000 trains listed.

FRANK REILLY, 306 Front, Dunellen, N.J. 08812, buys, trades fantrip, tourist, park rr. slides, sells tts., loco, rules, oper. bks., other railroadiana. (SSE)

H. SAWYER, 610 Empire Blvd., Rochester, N.Y. 14609, sells lanterns, switch keys, locks, date nails, emp. tts., mags., other railroadiana.

HARRY SCHIMM, 869 164th St., White Rock, B.C., Canada, sells Canadian rail pix, list 25c. Buys, trades, sells Canadian diesel negs. and color slides.

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria, Va. 22301, buys, swaps, sells ticket validating dies, depot hardware, Va. railroadiana and express items.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells station pix, neg., other railroadiana; list 10c.

JACK SCHRAMM, 19129 Cheshire St., Detroit, Mich. 48236, buys postcards of trolleys, trains, rr. stations, tts. and Mich. railroadiana.

P. SCHUMANN, 10204 Utica St., Evergreen Park, Ill. 60642, wants, on approval, 35mm orig. color slides, b&w negs. of steam fantrips.

R. SEARLE, Bush St., San Francisco, Calif. 94119, will sell "Switz. Trail in America," D&RGW 1923 equip. roster, other railroadiana. (SSE) Buys, trades for U.S. or foreign coins.

NELSON SELF, 71 Hobbs Rd., Warwick, R.I., sells pix and 35mm slides of SLSF, ATSF, German steam. (SSE)

AL SHARP, 100 Shennecossett Pkwy., Froton, Conn. 06340, sells Off. Guides; old NH, B&M, PRR tts., trolley tts., bus, ss, airline tts., guides; ea. list 50c.

ALLEN SHER, 62 Meadowbrook Rd., Rutland, Vt. 05701, wants books, mags. on rrs. in Vt.; state cond., price.

Bob STANLEY, Pillsbury St., Georgetown, Mass., wants negs. or pix BRB&L, Boston El, Eastern Mass., other NE electric lines before '56; answers all mail.

MIKE STEWART, 142 W. Rosewood, Rialto, Calif. 92376, buys ATSF kerosene switch stand lamps and kerosene and elec. caboose marker lamps.

STAN SMALL, 3495 Patricia Ave., Montreal 262, Que., Canada, wants to hear from diesel fans who have visited Mexico and anyone interested in an auto trip there. (Ed. note: see J. Terrell's listing.)

BOB SMITH, Box 1624, Stow, Ohio 44224, sells railroadiana. List 35c.

S. SMITH, 246 Middlefield Dr., Akron, Ohio 44312, trades SF scratch pads for printed rr. stationery of W&LE, Wabash, C&O, PRR, Soo, Erie.

R. SMITH, Box 350, Akron, Ohio 44309, trades LE&W brakeman's oil lantern for another oil lantern from old Ohio rr.

BEN SMITH, P.O. Box 34, Brooklyn, N.Y. 11213, buys Car, Loco. Cyclopedias, pix, rr., books, old rr. calendars, old cast-iron toys, O gage locos, Baldwin Loco mags.

TOM SMITH, 24 Park Place, Saratoga Spgs. N.Y. 12866, wants emp. tts. of RDG, LV, LI: tts. of LV, O&W.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, will sell one NKP and one N&W water can with cover, $10 each ppd. Also 4-target-lens switch lamp, no fount, $30, postage $2.

JOE STAMM, 4340 No. Whipple St., Chicago, Ill. 60618, buys steam negs., train negs., 35mm slides, Mich. Central pix, negs.

TOM STANKO, 412 Banta Ave., Garfield, N.J. 07026, wants pix LV, L&HR, EL modern EMD power, any NYS&W locos.

J. TERRELL, Box 31, Telluride, Colo. 81435, sells, trades emp. tts., other railroadiana; free trip planning to Mexico.

JOHN TESNER, 497 Park, Dr., Campbell, Ohio 44405, sells, trades B&O headrests, forms, etc.; buys menus, all roads; free info.

BOB THOMPSON, you didn't give full address.

JAMES TOWNSEND, 43 Ridgeway Ave., N.W., Atlanta, Ga. 30318, wants rr. uniform collar lapel pins.

A. TURK, Box 262, Pietermaritzburg, South Africa, trades, sells steam bldrs. plates from Europe and Africa, incl. Beyer-Garratts; send 2 International reply coupons for list.

WALTER WILK, Box 5424, Detroit, Mich. 48211, sells Detroit area slides. (SSE and sample, 25c)

CLARENCE WINSTEAD, 2838 Skycrest Dr., Fayetteville, N.C. 28304, wants railroadiana on ACL, SAL and predecessors; will buy, trade other material.

BOB YANOSEY, 40 Hendel Ave., N. Arlington, N.J. 07032, sells diesels, Pa. eastern lines, on approval; state wants. (SSE)

ERNEST ZENNDER, 325 Lardner St., Philadelphia, Pa. 19111, wants copy New Jersey Central Album by Warren Crater, also books on PRR, RDG. (Ed. note: Crater's address is 270 W. Colfax Ave., Roselle Park, N.J. 07204.)

ROGER KOSCIK, 141 E. Potter St., Wood Dale, Ill. 60191, sells color dupl. slides and prints rail transit, museums, stations, commuters, etc.; free 26-page catalog.

DICK MARKS, 2 Sudbury Drive, Yonkers, N.Y. 10710, wants one trolley fare register, one 3-chime or 6-chime steam loco whistle.

PAUL NOBLE, 1 Remsen Rd., Yonkers, N.Y. 10710, sells color pix Autotrain; old PRR steam collection at Northumberland, Pa.; PRR caboose, frt., and work equip.

Model Trading Post

DAVID CALLAHAN, Rte. 4, Box 29, Lynchburg, Va. 24503, wants Athearn GP30's, any cond.; write first.

KENT HAMILTON, DeTour Village, Mich. 49725, wants complete back yard rr.; gas-driven steam-type loco, 12" gage or more.

R. MANSLEY, 7722 Loretto St., Philadelphia, Pa. 19111, sells HO brass locos, RDG. and CNJ Camelbacks, others. (SSE)

J. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, sells HO gage dry transfers for old fret. equip. (SSE)

I. MARTIN, Rte. 3, Box 240, Selinsgrove, Pa. 17870, will custom-build O, S, HO locos, rolling stock; also assemble kits. (SSE)

JOHN NERNOFF, Jr., 9 Roslyn Dr., Glen Head, N.Y. 11545, sells customized model rr. lettering.

TOM STANKO, 412 Banta Ave., Garfield, N.J. 07026, will trade N scale Atlas E-8 of UP for Atlas RSC-2 or GP40.

BOB STANLEY, Pillsbury St., Georgetown, Mass. 01833, wants O gage trolleys, prefers old Kidder and Pitman models; state details in first letter.

RICHARD TRAVER, Box 33, Springfield, Mass. 01101, will sell CN, CP brass locos in HO.

Pen Pals Wanted

Kevin O. Smith (20), 12 George St., Palmer Mass. 01069, wants to hear from passenger-train fans.

J. Murphy, 113 Linden Ave., Woodbury Heights, N.J. 08097.

Richard Youshock (15), 1775 Roberta Dr., San Mateo, Calif. 94403, will correspond with western railfans.

Hugo Lungrean (83, if living), last heard from 18 years ago when working for Rock Island Railroad, write to your stepbrother, John Durnakowski, 420 E. Kimball Ave., Woodstock, Ill. 60098.

Priscilla Salas (16), 666 W. 6th Street, San Francisco, Calif. 92410.

Ron Mann (38), RFD 1, Box 12, Lehi, Utah 84043.

Rowena Tan (30), 78-A Salazar St., Tacloban City 1-246, Philippines.

M.C. Piatt, 115 S. Main St., Athens, Pa. 18810, seeks his sister, Laura (Piatt) Sechrist, widowed, then married J. Rill III, near Jacksonville, Fla..

Opal Galbert, 2033 N. 10th Street, Terre Haute, Ind. 47802.

Mrs. Marguerite Shell, 666 W. State St., Columbus, Ohio, an elderly shut-in, needs cheer-up letters and cards.

Lucy Townley (13), 209 Second St., S.W., Medford, Minn. 55049.

Mrs. Ethel Faulkner, Hillcrest Apt. 14, Donelson, Tenn. 37214.

Visitacion Cadion (23), Dulag, Leyte 1-218, Philippines.

Mrs. Ruby Rhymer, 505 Fatherland Street, Nashville, Tenn. 37206.

Nancy Wallace (15), Rte. 2, Box 183, Faribault, Minn. 55021.

Kay Manning (16), RFD Box 290, Lehi, Utah 84043.

Emma (18) and Leslie Radaza (15), both of 75 Rizal St., Mayorga, Leyte 1-234, Philippines.

Florence Bullock (54), 254 Lucy Ave., Salt Lake City, Utah 84101.

Diana Evangelista (21), 29-A Salvador St., Labangon, Cebu City, Philippines.

Vickey Manning (14), 1100 N. 5th West, Lehi, Utah 84043.

W.A. Dierking, Box 207, Walworth, Wis. 53184, collects greeting cards and postcards sent before 1925. ●

July Abandonments

Louisville & Nashville—14 miles, Rossville Jct., to Judyville, Ind.

Lancaster, Cecil & Southern R.R. (Baltimore & Ohio)—1.14 miles, Child's branch, Cecil County, Md.

Michigan Central (Penn Central)—14.3 miles, Caro to Bach, Mich.

Milwaukee—2 miles, between Kinzie St. and West Grand Ave, Chicago; 21.24 miles, Beulah to Elkader, Iowa.

Oregon-Washington R.R. & Navigation Co. (Union Pacific)—5.38 miles, Tucannon branch, Starbuck to Relief, Wash.

Penn Central—118.4 miles, Lake Placid branch, Remsen to Lake Placid, N.Y.; 0.93 miles, Hegewisch to Hammond, Ind.

Rock Island—65.8 miles, Jamesport to St. Joseph, Mo.

St. Louis-San Francisco—22.7 miles, Winona to Chicopee, Mo.

Total miles of abandonments by ICC for July '72—375.89.

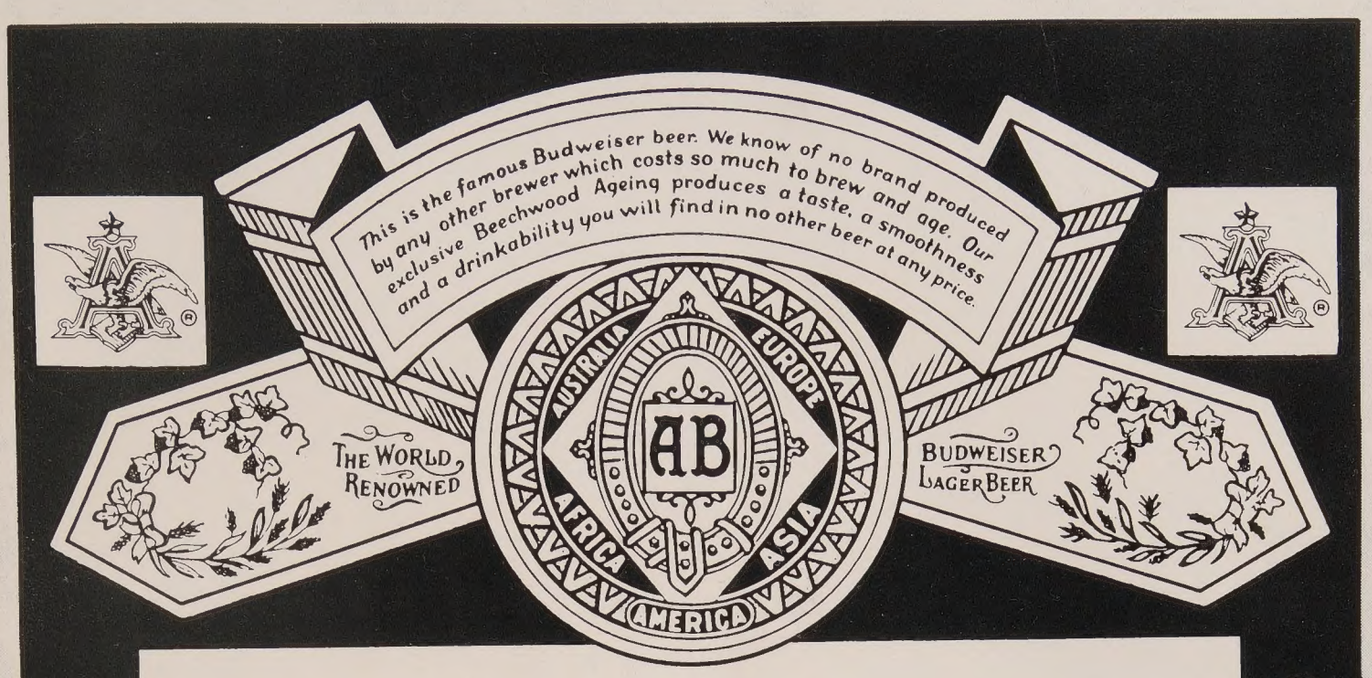
July Proposed Abandonments

Cleveland, Cincinnati & St. Louis Ry. (Penn Central)—Craig to Hope, Ind.

Illinois Central—Lula to Trotters Point, Miss.; barge across Miss. River, Trotters Point, Miss., to Helena, Ark.

Philadelphia, Baltimore & Washington (Penn Central)—Culver to Plymouth, Ind.

Penn Central—Girard Jct., to Jamestown, Pa. ●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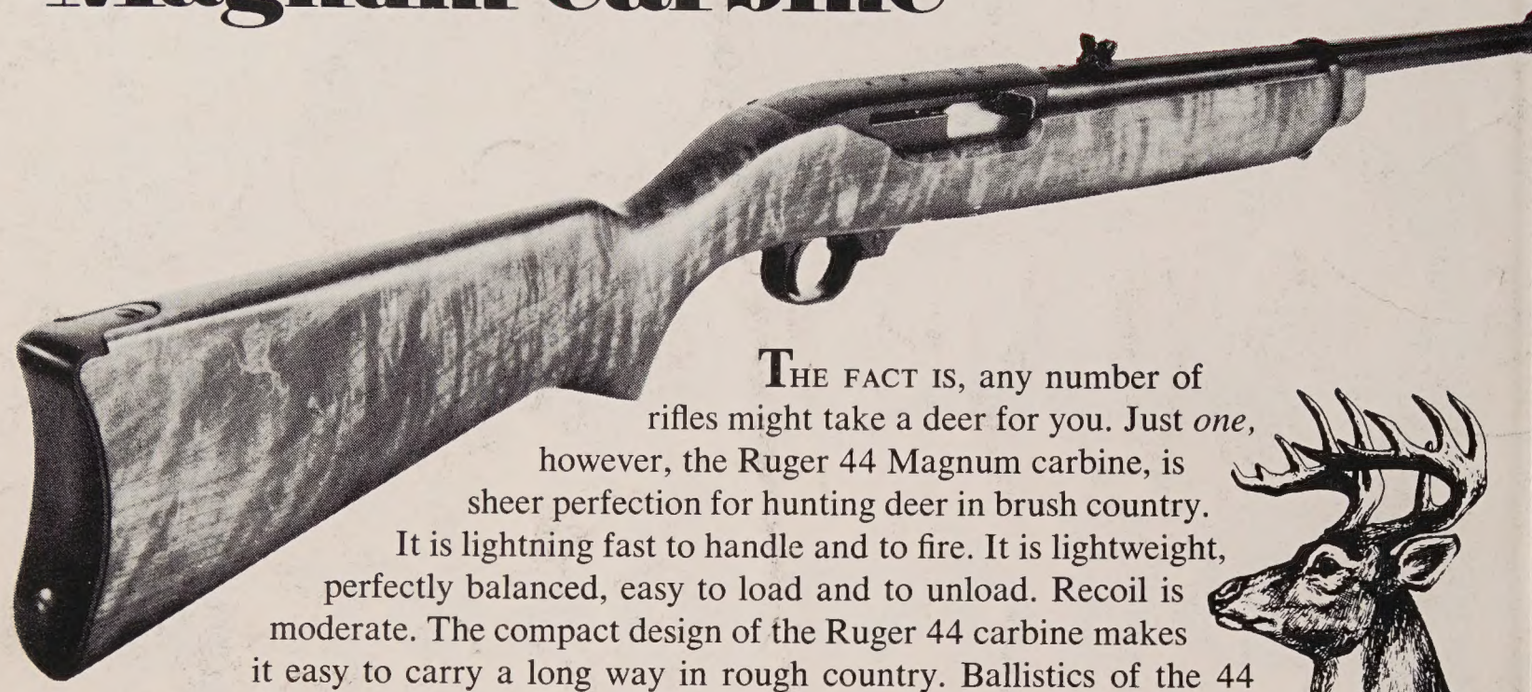

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SPECIFICATIONS: Weight — 5¾ lbs., Barrel — 18½". Overall length — 36¾", Sights — 1/16". Gold bead front; and folding leaf rear, adjustable for elevation. Receiver drilled and tapped for standard scope blocks or tip-off mount adapter. Safety-Sliding cross button. Safety locks both sear and hammer and cannot be put in safe position unless gun is cocked. Tubular magazine holds 4 cartridges, plus one in chamber. Gas operated, auto-loading mechanism. Suggested retail price, $117.

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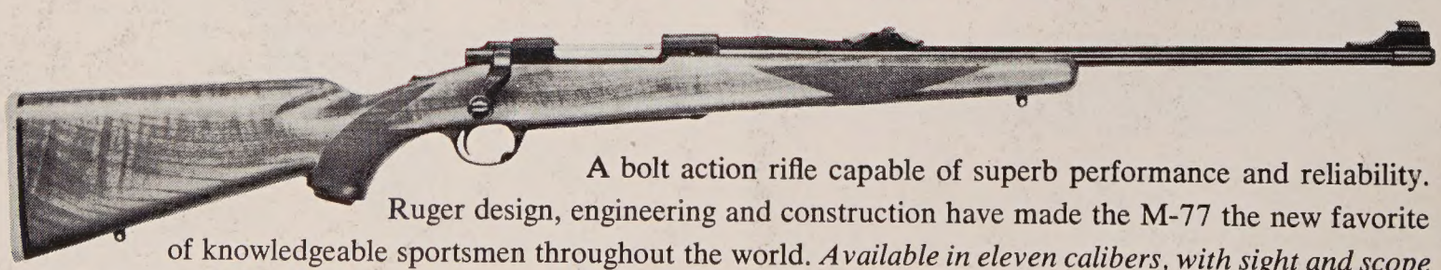

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